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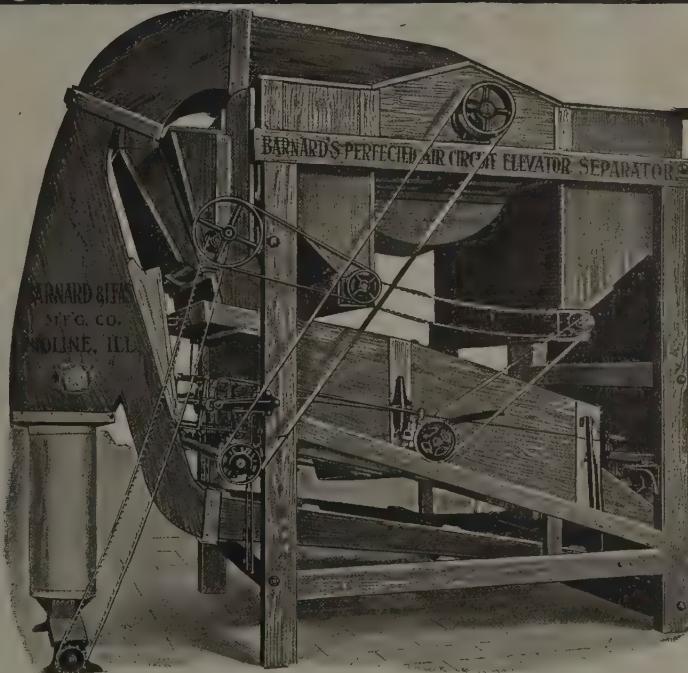
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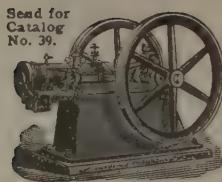
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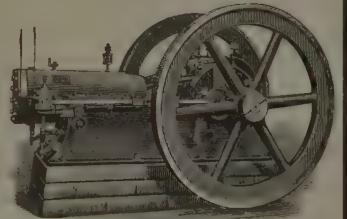
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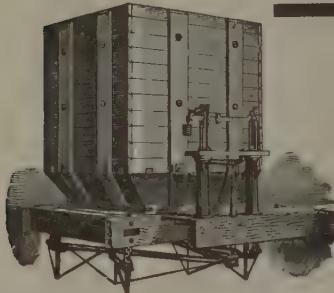


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"I am impressed with the fact that comparatively few of the members of commercial organizations make themselves known to the public thru the medium of advertisements, and that this field is almost exclusively occupied by others, which accounts in my opinion very largely for the volume of business sent to those who are not responsible to any established and recognized commercial body, and who are not therefore, accountable under the restrictions and safeguards embodied in the rules of prominent commercial bodies."—GEO. F. STONE, Secy. of the Chicago Board of Trade, Sep. 1895.

A PARTNER
HELP or a POSITION,
can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Blums Reduction Tables for Exporters

show with accuracy the freight charges for any number of pounds of various kinds of grain at 32, 48 and 60 pounds per bushel, in pounds, shillings and pence from $\frac{1}{6}$ d. to 1s. per bushel. The only mathematical calculation necessary in using these tables is addition: all other calculations are covered completely.

Tables are added for converting pounds avoirdupois into kilos and vice versa; exchange tables giving equivalents of pounds sterling in francs, marks and florins; tables showing 5 per cent primeage on sums up to £10,000; and tables showing freight cost on any number of packages, given the cost of a single package.

This book of tables contains thirty-six pages 8x11 inches; is well printed on good paper and flexibly bound in durable leather; has sixteen black leather marginal indexes. Price \$3.00.

FOR SALE BY
GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

HOWE SCALES ENGINES THE WORLD'S BEST

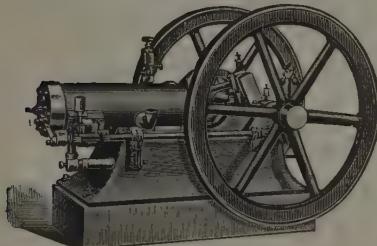
Powder and Wheat

ESTIMATES FURNISHED PROMPTLY
BORDEN & SELLECK CO
CHICAGO
St. LOUIS MINNEAPOLIS KANSAS CITY CLEVELAND

"NEW ERA" GAS ENGINES

For Gas or Gasoline. Sizes 6 to 100 H. P.
THE NEW ERA GAS ENGINE CO.
86 Dale Avenue, DAYTON, OHIO, U. S. A.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.
MINNEAPOLIS, :: MINN.

OTTO ENGINES

Quality vs. Price

The day of the cheap engine is rapidly passing. The last two or three years of experimenting with the unreliable wasteful kind has done the work. The false economy of it has been clearly shown. The sound business sense of the power-using world is reasserting itself. The reputable manufacturer who has withheld the temptation to sacrifice quality to price is again coming into his own. "Otto" sales are doubling and "Otto" quality is in demand. Our booklet "Some Reasons Why" tells. Send for it

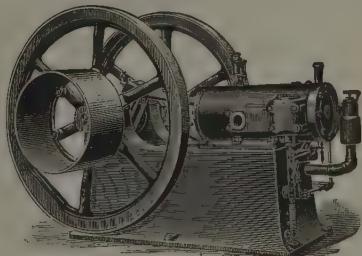


OTTO

OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

J. Thompson & Sons Manufacturing Co.

Established 1860



LEWIS ENGINES—Throttling Governor
THOMPSON ENGINES—Hit and Miss Type
THOMPSON AUTOMATIC—Sizes, 4 H. P. to 250 H. P.
GAS PRODUCERS—Sizes, 50 H. P. to 250 H. P.

Write us for full information.

BELOIT - - WISCONSIN

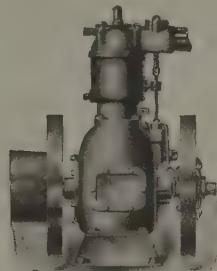
GAS ENGINE BOOKS

Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price, \$1.00.
THE GAS AND GASOLINE ENGINE, by Nels C. & John C. Johnson, Price, \$1.00.
THE GAS ENGINE HANDBOOK, by Hobson, Price, \$1.50.
GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, 50 cents.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

The Marinette Special Gas and Gasoline Engine

is adapted to any kind of power service, and especially for elevator work.



Saves
Time and
Money

Simple
Economical
Reliable

Read What Others Say

Mr. W. M. Bartlett, Des Moines, Iowa.
Dear Sir: Your letter at hand and contents noted with care. We are using an eight-horse Marinette engine in the elevator here and I am glad to say it is giving entire satisfaction in every respect. It has the most power of any eight-horse power engine I ever saw, and uses less gasoline. I can elevate into the car 1500 bushels of wheat with one gallon of gasoline.

The engine was put in use here last December and has not given me one minute trouble up to date, and it is so simple and easy to run, I don't think I will ever have any trouble.

CLINT SMITH, Agt. Updike Gr. Co., Shickley, Neb.

Maybe catalog "D" will tell you something about gas engines that you never knew before.

MARINETTE GAS ENGINE CO.
CHICAGO HEIGHTS, ILL.

Agents in all Principal Cities.

The GRAIN DEALERS JOURNAL.

POWER CAR LOADERS FOR ELEVATORS.



No Equal

Sadorus, Ill., April 12, 1905.
Maroa Mfg. Co., Maroa, Ill.

Dear Sirs: — I have used the "shove ins" and the "shove outs" and the one end loaders, but will say for the Boss loader made at Maroa, Ill., I don't believe it has its equal among loaders. It is simple, strong, durable and lasting. Throwing prejudice aside I would have nothing but the Boss.

Yours truly, SUFFERN, HUNT & CO., per J. H. Rankin, Agent.

The above is a sample of the letters we are constantly receiving and some of which we are publishing in this space. If you have a loader which is not satisfactory or if you have none, and wish to load quickly and well write us for information regarding the Boss. If there is none in your neighborhood which you can see we will send you one on trial.

MAROA MFG. CO., Maroa, Ill.



NELSON Car Loaders

Are O. K.

Shipped on Trial

Write R. B. Nelson
Burchinal, Iowa
Patentees & Mnfr.

If not in need of
a Car Loader you
need a

Nelson Flexible
Spout Holder
Sold for \$5.00 on
ten days' trial.

E. B. NELSON
Burchinal, Iowa
Patent applied for



TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00. \$1.25. \$1.75. \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book $4\frac{1}{4} \times 8\frac{1}{4}$ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

The Western Air Blast Grain Loader

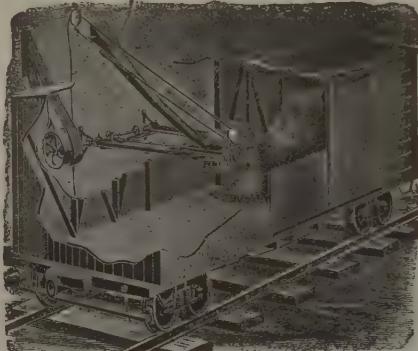
Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

PROGRESSIVE MFG. CO.

:: :: PANA, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour. A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. BAUDER

Successor to
E. H. REYNOLDS

STERLING, ILL.

COAL SALES BOOK FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is $8\frac{1}{2} \times 14$ inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY
Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is $9\frac{1}{2} \times 12$ inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 73 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

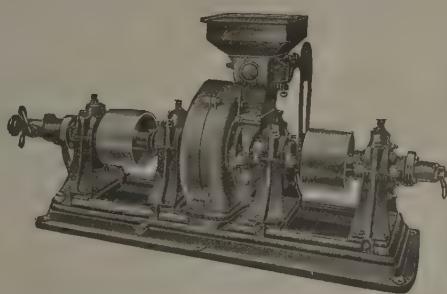
These tables are bound in tough paper and form a thin book, $2\frac{1}{2}$ -in. wide by $8\frac{1}{4}$ -in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

FEED MILLS FOR GRAIN ELEVATORS.

**TO BUY
SELL
RENT or
LEASE an
ELEVATOR**

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns; yet cost you only 15 cents per line. Try it.



Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial.

WRITE US
Sprout, Waldron & Co.
P. O. 260, MUNOY, PA.

EASY TO HANDLE

Willford's Light-running Three-roller Mills

Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

Willford Manufacturing Co., 303 So. Third St., MINNEAPOLIS, MINN.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

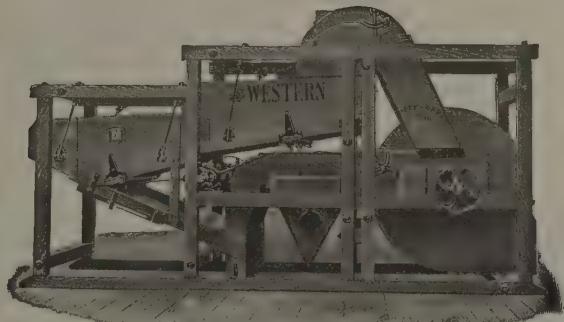
The pages are $8\frac{1}{4} \times 13\frac{1}{4}$ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company
255 La Salle Street CHICAGO, ILL.



"Western" Warehouse Sheller



"Western" Shaker Cleaner

Do You Intend to Build an Elevator this Season?

If so, correspond with or see the

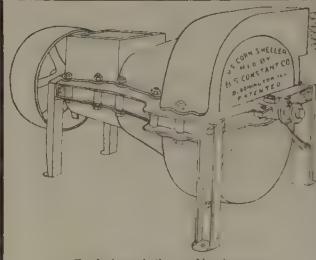
UNION IRON WORKS
DECATUR, ILL.

Plans to Suit Each Location by a Licensed Architect

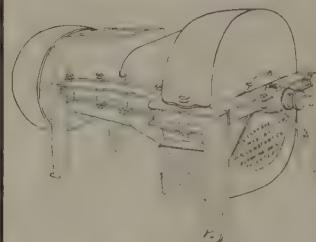
Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES

The GRAIN DEALERS JOURNAL.



Left-hand Over-discharge



Right-hand Under-discharge

The U.S. Corn Sheller

discharges either over or under, right and lefthand, therefore no cross belt.

Saves Cost

of Cemented Pit,
Steel Tank, Lower
Hoppering; also
Cheapest Repaired.

A partial list of those who have proved this sheller to be the best in every respect:

CLEVELAND GRAIN CO.....	Mattoon, Ill.
SAMUEL NUSBAUM.....	Middlebury, Ind.
RUSHVILLE MILLING CO.....	Rushville, Mo.
GOFFS GRAIN CO.....	Goffs, Kansas
D. BURNS.....	Hagerman, Ohio
W. W. CAMERON & CO.....	Chester, Nebr.

Send for a Catalog and Get in Line

B. S. CONSTANT CO., Bloomington, Ill.

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is $8\frac{1}{4} \times 14$ inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY
GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are $10\frac{1}{4} \times 16\frac{1}{4}$ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

SCALES FOR GRAIN ELEVATORS.

THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

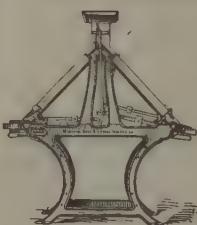
They are: Simple, because they are not complicated or intricate. Cheap, because they are simple. Durable, because they are built that way. Fast, because the flow of material is never checked. Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

They are: Simple, cheap, durable, fast and accurate, because we guarantee them, and they must be that way.

For literature address

THE AUTOMATIC SCALE CO., Ltd.

Minden, Louisiana.



AUTOMATIC SCALES

For weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

McLEOD BROS.

MARIETTA - - - KANSAS

Cut Out Your Losses!

Never be in doubt about returns. You can depend on the

Richardson Automatic Scales



To keep an accurate record of your entire business.

RICHARDSON SCALE CO.

17, 19 Park Row Bldg.

NEW YORK

GRAIN ELEVATOR BUILDERS.

My Aim

IS TO BUILD

GRAIN ELEVATORS which are right up-to-date

in every particular

M. J. TRAVIS, Wichita, Kansas

N. A. GRABILL

Contractor and Builder of

Grain Elevators

Plans and estimates furnished quickly

DALEVILLE, IND.

Hagerty Brothers

ELEVATOR MACHINERY AND SUPPLIES

LEATHER AND RUBBER BELTING

COLUMBUS GASOLINE ENGINES

PEORIA,

ILLINOIS

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS

Fairbury, Neb.

D. H. CRAMER

Designer and Builder of

Grain Elevators

318 First Nat'l Bank Bldg.

OMAHA, NEBR.

SAM'L OLSON NIELS OLSON TOLLEF J. ENGH

OLSON, ENGH & CO.

ENGINEERS AND CONTRACTORS

**Grain Elevators and
Power Transmission**

160-162 N. Sangamon St., CHICAGO

Phone Monroe 1614

T. F. COSTELLO LEONARD WEST

T. F. COSTELLO & CO.

CONTRACTORS & BUILDERS OF

Grain Elevators

AND

Warehouses

Plans and Specifications Furnished. Call or write us.

412 S. Third St., Minneapolis, Minn.

P. H. Pelkey

ELEVATOR
CONTRACTOR

Full supply of elevator and mill supplies, and scales in stock at

WICHITA, KANSAS

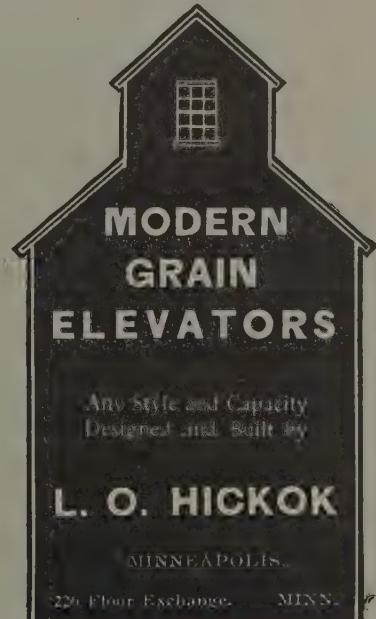
118 S. LAWRENCE AVE.

CORRESPONDENCE SOLICITED

Barnard & Leas Mfg. Co.

Designers and Builders of
**Elevators in Wood
Steel and Concrete**

Plans and Specifications for
Elevators of all kinds and
Capacities Furnished.
Write for further particulars.



Moline, Illinois

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

The GRAIN DEALERS JOURNAL.
GRAIN ELEVATOR BUILDERS.

Guess we HAVE convinced the trade there is but ONE "YOUNGLOVE" that builds ELEVATORS. If you misplace our address, "YOUNGLOVE" will reach us:

ELEVATORS--MILLS

Offices: Rooms 407-9 Commercial Bank Bldg.,
Mason City Iowa. Lock Box 478

Offices: Room 305, No. 13 North Fourth St.,
Minneapolis, Minn.

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, plain bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 9 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,
255 La Salle Street - - - Chicago, Ill.

**Architect
and Engineer
of Grain Elevators**

of any size, style or capacity to suit any location, anywhere. I build of combination materials as desired. Have a special feature in concrete re-inforced storage. If you intend to remodel your present plant or build a new one, get in communication with me at once.

Correspondence Solicited—Satisfaction Guaranteed
Local and Long Distance Telephone
Harrison 667.

FRED FRIEDLINE
503 Traders Building
CHICAGO

STEEL

Twenty Million

Bushels Capacity
of Our Construc-
tion now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION CO.
BUFFALO, - N. Y.

STORAGE

**Complete Grain Elevators
and Flour Milling Plants**

Designed, erected and equipped ready for operation. PLANS drawn to suit any location and ESTIMATES SUBMITTED. Elevators built in either steel, wood or combination materials.

Steel Fire Proof Elevators a Specialty

Write for my late Illustrated Catalog on Grain Elevators. It will interest you.

CORRESPONDENCE SOLICITED

R. C. STONE
ARCHITEOT
AND MECHANICAL ENGINEER
SPRINGFIELD, Mo.

GRAIN ELEVATOR BUILDERS.

SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN
518 Corn Exchange
MINNEAPOLIS, MINN.

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications a Specialty. CHICAGO

W. E. STARK
SUCCESSOR TO
C. A. LOWE
ELEVATOR BUILDER
ENID : : OKLA.

T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

310 Corn Exchange, Minneapolis



BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS--ANY STYLE OR CAPACITY

263-265 LA SALLE ST. - - - - - CHICAGO, ILL.



FIREPROOF GRAIN ELEVATORS

WITHERSPOON-ENGLAR CO., Monadnock Block, Chicago

Designed and erected in any part of the country. Write for sketches and estimates.

JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

GRAIN ELEVATOR DEPARTMENT
1811 FISHER BUILDING : : CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.

Write or call on any of them

CHICAGO, ILL.
1811 Fisher Bldg.

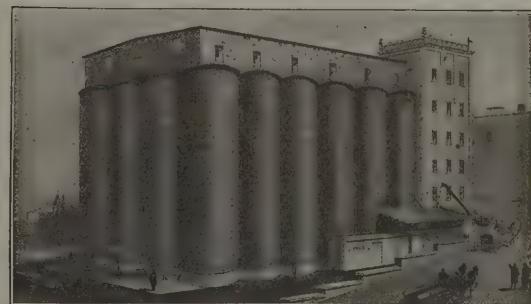
ST. LOUIS, MO.
Lincoln Trust Bldg.

NEW YORK
130-137 Broadway

NEW ORLEANS, LA.
Hibernia Bank Bldg.

PITTSBURGH, PA.
Westinghouse Bldg.

LONDON, ENGLAND
Savoy Hotel



This Steel Elevator and Tile Grain Storage

was recently completed

for

JOSEPH SCHLITZ BREWING CO.

Milwaukee, Wis.

by

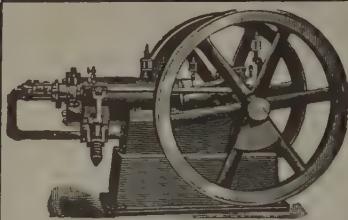
The Barnett & Record Co.

GENERAL CONTRACTORS

MINNEAPOLIS
MINN.

The GRAIN DEALERS JOURNAL.

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF
Elevating, Conveying and Power
Transmitting Machinery.
Complete Equipments for Grain
Elevators a Specialty.

York Foundry and Engine Works
Warehouse: OMAHA, NEBR.
Office and Works: YORK, NEBR.

We Are Large Manufacturers of
Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.



TRIUMPH POWER CORN SHELLER
C. B. BARTLETT & SNOW (O.)
CLEVELAND O.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL Twice each month for \$1.00 per year.



If the HALL NON-CHOKABLE BOOT will not save you money, make you money, run with all cups heaping full (doubling the ordinary practice) without a choke, and without attention while running, we will pay freight both ways.

Can you afford to use any other? That's the only question, and we will send one to you on trial guaranteeing all herein said and much more. *Send for Catalogue "D".*

Hall Distributor Co.

222 First National Bank Bldg.,

Omaha, Neb.

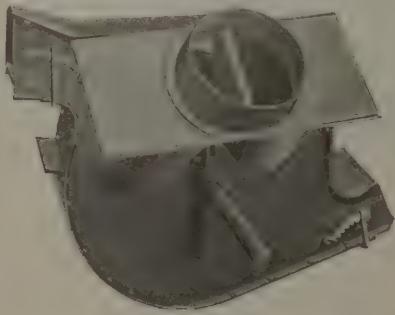
Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

If you want anything for your elevator and do not know where to find it, write us.

Automatic Rotary Car Loader

Easily handled by one man—Sets just inside grain door and discharges diagonally to center of end of car at roof.



PAT. 1890, FEB. 21

SENT ON TRIAL

MARTIN & HILL, Doosman, Wis., say, October 2nd, 1905: "Car Loader shipped September 2nd, 1905, does its work well and has paid for itself in improvement in grain."

Loads both end car at same time.—Uses least power.

Price \$55.00 Complete

GET OUR CATALOG

SKILLIN & RICHARDS MFG. CO.
CHICAGO, ILL.

Everything for your Elevator.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Modern Grain Elevator Machinery

ELEVATOR BOOTS

ELEVATOR BUCKETS

TURN HEADS

POWER SHOVELS

BELT CONVEYORS

CAR PULLERS

INDICATOR STANDS

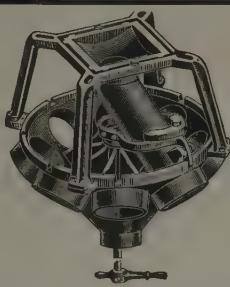
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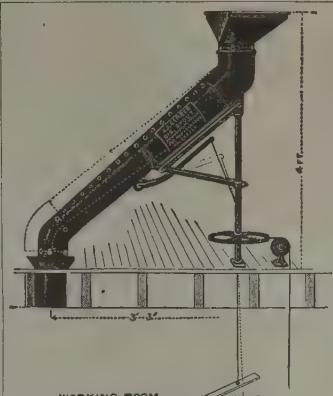
we have yet to hear of 'em. In our immense sales and warerooms we carry full stocks of every sort of dependable appliance and device for flour mill use and we have an established reputation for always giving Best Quality and Fairest Prices.

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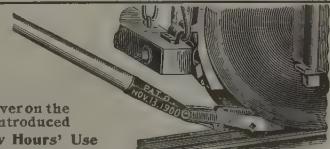
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255 La Salle St., Chicago, Ill.

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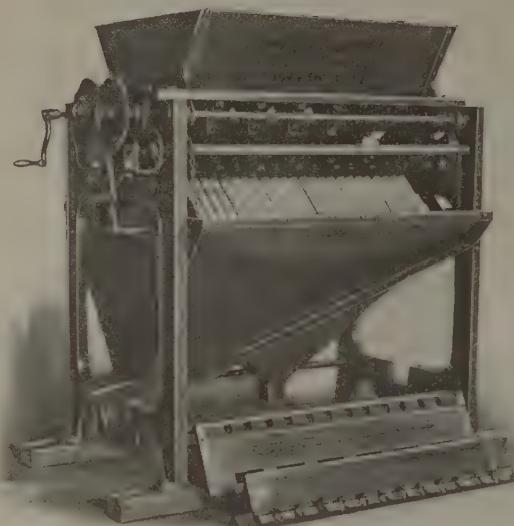
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A trial will convince you that they are the kind you want. Prices too will suit you.

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NO BEAN DEALER has his elevator equipped to do the most economical work unless he has one or more Giant Bean Pickers. One of these machines will do as much work as ten girls, and it never goes on a strike.

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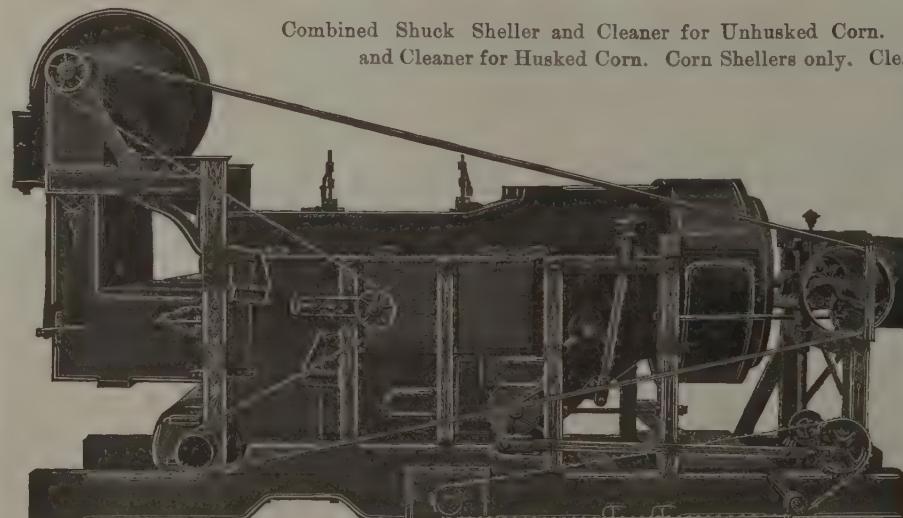
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FOR ELEVATOR, WAREHOUSE OR MILL

Combined Shuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Shuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Un-husked Corn of Southern States.

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UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR FOR SALE at Carlos City, Ind. Address H. A. Gaddis, Modoc, Ind.

FOR SALE—A line of six elevators in Western Ohio. Address Aaron Smick, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

FOR SALE—The best paying small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA ELEVATOR for sale, capacity 20,000 bushels, doing good business. Price right. Good reason for selling. Address South Dakota, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In eastern city, belonging to an estate, an old-established grain business. Elevator, corn-meal mill; electric power; good railroad facilities. Would give lease of elevator if desired, with privilege of renewal. Address Trustee, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

THE MABBATT ELEVATOR for sale on C. & A. R. R. in Chicago; 1,300,000 bushels capacity in two connecting buildings. Can be operated separately or together. Thoroughly equipped for cleaning and handling all kinds of grain. Track room for 200 cars. Terms to suit. Address Geo. A. Seavers, Jr., owner, 105 Washington St., Chicago, Ill.

ELEVATOR AND COAL BUSINESS for sale. Elevator 12,000 bus. capacity located in the corn belt of Illinois on I. C. with free switching to the Wabash and C. & E. I. Coal business of 2,000 tons annually. Will sell at a bargain. This will bear closest investigation. All located in a town of 4,000. County seat and 4 miles of paved streets. Address Ler, Box 11, Grain Dealers Journal Chicago, Ill.

FOR SALE—A good little grain business in northeastern Indiana. Good opening for coal, hay and onions in connection. Elevator leased from railroad. We own machinery, warehouse, etc., and have pumping contract, with all fuel furnished by railroad. Our object in selling is to get our business West, where we can look after it to better advantage. This is worth investigating, as it will be sold right. Address Bers, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR Bargains from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

FOR SALE—A line of ten elevators in Oklahoma or will trade for farm land. Address Aaron Smick, Decatur, Ill.

ELEVATOR and coal business in good town in Northern Iowa for sale or trade; both making money. Address Gar, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE, rent or exchange—Good mill and elevator located in a fine wheat and grain country. Favorable terms. Address Real, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE or will trade for Iowa land, a good grain and coal business located in central Iowa. Possession at once if wanted. Address Mel, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—An elevator in good running order, about 5,000 bushels capacity, large retail trade in flour, feed and seeds; also No. 1 opening for coal trade. Will sell all or a half interest. Address S. Bash & Co., Fort Wayne, Ind.

FOR SALE—An elevator of 30,000 bushels capacity at Devils Lake, N. D.; fuel and feed business in connection; has seven full sized lots; might consider some good land as part payment. Address Gooler & Goer, Devils Lake, N. D.

FOR SALE—Old established grain business less than 100 miles from Chicago; 90,000 bushels capacity; business as well as buildings in first-class condition. Good reasons for selling. Full particulars by addressing Lark, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN FEED, coal and ice business 80 miles from Kansas City, Mo.; elevator 15,000 bushels capacity; elegant trade in feed, coal and ice; best corn and winter wheat territory. Will sell right for cash or part time; might consider trade for small farm or town property. Address Bargain, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business for sale; capacity of elevator 10,000 bushels, 25 h. p. gasoline engine; most complete plant in interior Ohio; thoroughly equipped with machinery. No competition. Best reasons for selling. Located at West Cairo, Ohio, on C. H. D. R. R. For further particulars, address Maurer Bros., West Cairo, Ohio.

ELEVATOR FOR SALE—Located in Central Michigan; doing good business in every line; 15,000 bushels capacity; 35 h. p. Olds gasoline engine, Fairbanks scale, corn sheller, cob crusher, big grinder and everything complete and up-to-date. Will make you a deal. Best reasons for selling. Address N., Box 1, Grain Dealers Journal, Chicago, Ill.

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Would do YOU a great deal of good at a small cost.

ELEVATORS WANTED.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

WANTED TO RENT or buy elevator in southern Kansas or Oklahoma. Address Box 305, Chatsworth, Ill.

ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy an elevator located in Ohio, handling from 75,000 to 125,000 bushels of grain a year. Address Rush, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—Will exchange good Eastern Nebraska quarter section land for good elevator in Nebraska or Iowa. Address Ott, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

ELEVATOR WANTED in southwest Minnesota, northwest Iowa or eastern South Dakota in exchange for 240 acre improved farm in Lincoln County, Minn. Address Charles Murphey, R. F. D. 2, Taunton, Minn.

WANT TO LEASE with purchase privilege an elevator in good repair; also actively engaged in handling grain, or will buy or lease ground for erection of elevator. Address W., Box 10, Grain Dealers Journal, Chicago, Ill.

LOCATIONS.

FOR SALE—100x100 feet on C. & N. W. Ry. switch in Chicago. Good location for feed business. Address Coal, Box 1, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

Exporters' Reduction Tables

HINRICH'S EXPORT CALCULATION TABLES gives the equivalent of foreign quotations in American money, and the exact American decimal fraction for the European equivalent. For Grain, Peas and Coke, 120 pages, price \$5.00
For Coke, Oil, Flour, Seeds, etc., price 5.00

BLUM'S REDUCTION TABLES shows the freight charges for any number of pounds of various kinds of grain in pounds, shillings and pence from $\frac{1}{4}$ d. to 1s. per bu. Also has tables for converting pounds avoirdupois to kilos or vice versa; exchange tables giving equivalents of pounds sterling in francs, marks and florins, and other tables showing 5 per cent. prime and freight cost. Price \$3.00.

Grain Dealers Company
855 La Salle Street, - Chicago, Ill.

The GRAIN DEALERS JOURNAL.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

FOR SALE—5 h. p. steam engine; good repair; automatic governors. Will sell cheap. E. Simpson, Versailles, Ill.

HORIZONTAL GASOLINE ENGINES, new, 2 h. p. \$95; also 2½ h. p. Weber, used 10 days, \$75. H. Pittenger, 22 So. Canal St., Chicago, Ill.

FOR SALE—A Struthers-Wells gas engine with extra valve chest and igniter. Too small for our work. Address Eagle Brass Works, Detroit, Mich.

STEAM ENGINE, 12 x 24, new, drop cut-off valves. Economical. **GAS ENGINE**, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

IT PAYS to buy a good engine; assume no risk! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—1-12 h. p. steam engine; several sizes of marine and stationary gasoline engines; 1-6 x 4 x 6; 1-10 x 7 x 12 and 1-12 x 8½ x 10 Duplex steam pumps; all in first-class shape and at bargains. Enterprise Machine Co., Minneapolis, Minn.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

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FOR SALE—One 25 h. p. gasoline engine; one 54 x 14 horizontal tubular boiler. Address Box 614, Monticello, Indiana.

FOR SALE—One 60 in. x 16 ft. 42-4 inch tubular boiler; 14½ x 20 cylinder Atlas engine. Cheap. W. M. Alexander, 912 N. Main St., Rushville, Ind.

FOR SALE—The boilers, stones belting and shafting of New England Mills; to close an estate. Address E. B. Harts, Atty., Hartford Bldg., Chicago, Ill.

MISCELLANEOUS WANTED.

CHAIN WANTED—50 to 300 feet second hand; Constant or M. O. No. 77 feeder chain with F-2 special attachment without track; must be in good condition. Horner Bros., Caruthersville, Mo.

SCALES WANTED.

WANTED—Second-hand 60 bushel hopper scale, Fairbanks or Howe preferred. Address J. M. Siberz, Mitchell, S. D.

MACHINES FOR SALE.

FOR SALE—One 30 inch stone French milling burr with gearing dress; ready for work; at a bargain. Address T. T. Rhyhard, Rossburg, Ohio.

FOR SALE—2 Marseilles portable grain elevator and wagon dumps slightly used; also grain shovels. At a bargain. Address Harris, Scotten Co., 37 Board of Trade, Chicago, Ill.

SPECIAL BARGAINS in shellers, cleaners, cob crushers, feed and attrition mills, dust collectors, separators, scourers and oat clippers. Write for circular No. 24. Address A. S. Garman & Sons, Akron, O.

BARGAINS in good second-hand machinery; 1 iron tank for elevator leg 4 x 6 x 4; 1 Victor warehouse sheller; 1 adjustable boot 18 x 13; 1 iron pulley 40 inches diameter, 8 inch face; 1 iron pulley 42 inches diameter, 13 inch face; 1 sprocket wheel 44 inches for 67 chain; 1 sprocket wheel 36 inches; 1-10 inch turnhead; 1 set wagon dump irons; 1-15 horse Watkins gasoline engine. Address Wittman & Ehmke, Pioneer, Iowa.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES, Hopper, Waggon, Pitless, Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

FAIRBANKS SCALE, 6 tons; first class condition. Price \$50 f. o. b. Chicago. Address Western Fuel Co., Adams and Rockwell Sts., Chicago, Ill.

FOR SALE—8x22, 6 ton Fairbanks standard scale, bearings re-sharpened, resealed and guaranteed correct. Address The Musgrave Scale Co., Des Moines, Iowa.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.

MISCELLANEOUS FOR SALE.

BRASS GRAIN TESTERS at rock bottom prices, three sizes. Write for circular. A. S. Garman & Sons, Akron, O.

LEATHER BELT, first class condition; 36 inches wide and 60 feet long, for sale cheap. Address S. Krug, 167 Dearborn St., Chicago, Ill.

CARD INDEX CABINETS at a bargain. 6 dvr. Globe \$5.10; 9 dvr. Library Bureau \$9; 12 dvr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—One No. 4 Monitor receiving separator; One Fairbanks hopper scale 100 bushels capacity; One Fairbanks 5-ton wagon scale, dump pattern; 2 stand of elevators complete and a lot of wood split pulleys; little used and in good condition. Address Henderson & Coppock, West Milton, Ohio.

SITUATIONS WANTED.

GRAIN MAN of experience wants situation as buyer or manager of station. Address Kansas, Box 1, Grain Dealers Journal, Chicago, Ill.

COMPETENT man desires position as manager and grain buyer; understands steam and gasoline; best references. Address J. W. J., Box 14, Fletcher, Ill.

CLERICAL POSITION wanted in Board of Trade office. Can receive quotations from wire. Address Experienced, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGEMENT WANTED of elevator doing good business. Would take stock if located in Indiana or Illinois. Address Manager, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—To run grain elevator in the Dakotas or Minnesota; had two years experience can give best of reference. Address C. M. Dale, Browns Valley, Minn.

POSITION WANTED with grain firm as manager and buyer at station or bookkeeper and general office man. Good references. Address Mon, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager of grain station in either Illinois, Iowa or Indiana. Strictly temperate; best of references. Address Will, Box 1, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED—by experienced scale man to travel and repair scales for some Co-Operation; can give best of references. Address Scale Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm as manager and buyer, understand all kinds of elevator work and setting or lining up machinery; best references. Address A. W. H., Box 1, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED—by an experienced grain man, road, office or elevator manager; have worked at them all; fifteen years experience; good references furnished. Address A, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—owing to change in my present employer's elevator, I offer my services as an all around elevator man, from office to handling machinery and grading grain; can give best references; would consider a good station in Ohio on joint account. Address M. Strong, Enon, Ohio.

PARTNERS WANTED.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

WANTED—GOOD BUSINESS MAN to buy part of stock of corporation doing thriving retail lumber and grain business. Large territory. Business established ten years. Thirty per cent annual dividends. Buyer must assume part of management and devote his entire time to business. \$10,000 to \$15,000 required. Address Tan, Box 1, Grain Dealers Journal, Chicago.

The GRAIN DEALERS JOURNAL

25

HELP WANTED.

MAN WANTED—To take charge of elevator; one that can oversee running machinery, and one who understands steam engines; must be good all around man and best of references. D. A. Baker, Butler, Ind.

WANTED—An experienced grain and lumber man to take charge of lumber yard and grain elevator in Minnesota. State experience and salary wanted. Address Yards, Box 1, Grain Dealers Journal, Chicago, Ill.

TWO MEN WANTED—Bookkeeper for our Warren, Ind., office and a machinery man who understands all classes of elevator machinery, cleaning and grading for Warren elevator. Must have first class references. Address Studabaker, Sale & Co., Bluffton, Ind.

ELEVATOR or mill men wanted—We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men and bookkeepers who are interested in a good elevator or milling proposition. Address Iowa Mill Brokers, Independence, Iowa.

HAY WANTED.

HAY AND STRAW wanted. Correspond with us, T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

HAY and STRAW consigned to us receives our personal attention at Chicago or Milwaukee. Give us a trial. W. J. Armstrong Co.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 405 Bourse Bldg., Philadelphia, Pa.

HAY WANTED—Can use 100 to 200 cars No. 2 and No. 3 timothy hay; also 100 cars threshed timothy hay. Give me a trial. Leo McDaniel, Commission Merchant, 613 Ohio St., Cairo, Ill.

MISCELLANEOUS.

WANTED the account of large western mill for flour and mill feed; also shippers of mill feed, corn and oats on brokerage for Pittsburg and Western Pennsylvania. Address Pitt, Box 12, Grain Dealers Journal, Chicago, Ill.

Seed Corn, Clover, Grass, Field and Garden Seed

We make Seed Corn a specialty and can furnish any quantity of St. Charles White, Iowa Silver Mine, Cooper Prime Yellow and a limited quantity of Golden Yellow varieties. We can furnish large quantities of Clover, Timothy and Field Seeds. If you have any to offer submit samples and quote price. Write for samples and price.

NISHNA VALLEY SEED CO., Hamburg, Ia.

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John H. Doyle, Longview, Ill.: "Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

SEEDS FOR SALE.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

GOOD SEED OATS for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for Prices Missouri Seed Co., Kansas City, Mo.

FOR SALE—Pure bred seed corn, Boone County White. Write for booklet and prices. Address The Tucker Plant Breeding Farm, Blodgett, Missouri. Dept. A.

SEEDS BOUGHT AND SOLD.

Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

CORN, MILO MAIZE, KAFFIR corn and peanuts for sale. Address R. J. Bishop, Gage, Okla.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

CORN, KAFFIR CORN, cane seed and hard milling wheat for sale. Get our prices. Address L. H. Powell & Co., Wichita, Kans.

SEEDS WANTED.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

WANTED—Few cars new crop Orange and Amber Cane. Quote price sacked, delivered. Texas Seed & Floral Co., Dallas, Texas.

CLOVER, TIMOTHY, RED TOP, ORCHARD GRASS SEED, etc., wanted in carloads. Address Wm. G. Scarlett & Co., Baltimore, Md.

CLOVER SEED WANTED. Mail samples. Car lot or less. Will try and deal. Address Berne Grain & Hay Co., Berne, Ind.

GRAIN WANTED.

HOT CORN—We have a good market for hot corn. Wire us for bid. The Larrode Milling Co., Produce Exchange, New York.

GRAIN WANTED—We are in the market for White Oats, Corn and Bran. Quote prices and submit samples to us. J. A. Holmes Co., Pine Bluff, Ark.

MILLING wheat, corn, rye and buckwheat wanted. Send samples and we will make prompt offers. Address T. G. White Cereal Co., Cedar Rapids, Ia.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

BEANS WANTED.—I want to correspond with responsible parties having pea, medium or white marrow beans to offer. Address VICENTE SMITH, HAVANA, CUBA.

WANTED—to hear from local elevator men (Western & Eastern) who have grain and hay; also manufacturers of mill feed as we are always on the market for the above. Send samples with best offer. If in the west give your rate to Philadelphia and New York. Address Fickes Grain & Feed Co., Newville, Pa.

BRAN WANTED.

WANTED CORN BRAN, sacked, delivered. The Tietjen Grocery Co., Savannah, Ga.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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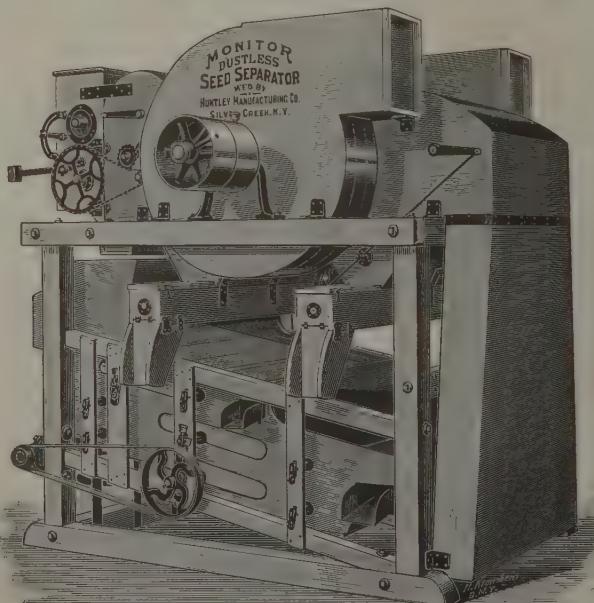
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This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

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The GRAIN DEALERS JOURNAL

27



**GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY**

GRAIN DEALERS JOURNAL

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value of The Grain Dealers Journal as a medium
for reaching the grain dealers and ele-
vator men of the country is unquestioned.
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in its columns tell of its worth. If you would
be classed with the leading firms, place your
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Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JANUARY 10, 1906.

LATE developments in the agitation for
rate regulation would seem to indicate
that the repentant railroad managers who
visited Washington recently took only alli-
gator tears with them.

THE DISCUSSION of the improvement
of the government crop reports is
good, but before Congress can be induced
to supply the funds needed for improvement
a more active campaign must be conducted.

BUYERS or sellers who can justify
heavy discounts when grain sold on track
fails to grade as per contract and no
premium when it grades better than con-
tract should let their views be known to
the trade. Our columns are open.

READERS who have suggestions to
make regarding the rules governing the
grading of grain as proposed by Chief
Grain Inspector Cowen in the Nov. 10th
number of the Journal should write him
promptly or arrange to be at the hearing
in Chicago Jan. 25th.

THE NATIONAL Board of Trade
will consider at its next meeting the ad-
visability of recommending the adoption
of a uniform B-L and of having station
agents fill in as well as sign the bills in
ink. A very good recommendation, but
one which is likely to meet with consid-
erable opposition from the carriers.

NO DOUBT the railway traffic managers
who went to Washington in sack-
cloth recently were in earnest, but none
of them have as yet made any suggestions
in the way to insure the adoption of recip-
rocal demurrage charges.

ILLINOIS elevator men are confront-
ed by a new difficulty as the result of lack
of cars. Reports from some points are to
the effect that new corn is heating in the
bin and the elevators are so full the owners
cannot turn over any of it. Surely a
sad condition of affairs.

SHOULD your balance sheet of last
year's business show an untraceable loss
charge it to that hot-headed overbidding
contest you had with your competitors
last fall and then resolve firmly that during
1906 you will not permit yourself to be
induced to pay more for grain than it is
worth at any time.

THE visible supply reports emanating
from Buffalo seem to be somewhat defective.
On one or two occasions the grain
afloat has been omitted and now it has been
discovered that public warehousemen
exclude from their reports grain in store
which has been billed for shipment, but
retained awaiting the arrival of cars.
What next?

MISSOURI politicians who were seek-
ing to oust the weighing departments of the
Kansas City Board of Trade and the St. Louis
Merchants' Exchange have lost, the Supreme
Court of the state deciding that the state was not authorized by existing
laws to weigh grain in private elevators.
The politicians grasp greedily at any opportunity to furnish more resting
places for the ward heelers.

THE PLAN adopted some time ago of
making contract grades of grain stored in
Buffalo elevators deliverable on New York
contracts seems to have proved a failure,
at least the practice has been discontinued.
New York elevator men succeeded in
loading the Buffalo stored grain with
enough extra charges to discourage the
practice. Naturally they wanted to earn
storage charges on the grain in their own
elevators.

BUCKET-SHOPS in Ohio would seem
to come within the provisions of the anti-
gambling act of the statutes which recently
was upheld by the United States Supreme Court.
By making the owner of the property in which the bucket-shop operates
liable to the losers for the money lost in fictitious speculation the Ohio
statute imposes a responsibility back of
these fly-by-night institutions that hitherto
has been totally lacking. Owners of
office buildings can not afford to house
swindlers whose operations will make
them liable for the losses of suckers, and
certainly will eject such unwelcome tenants
on being apprised of their fraudulent
character.

ENTHUSIASTIC champions of winter
wheat who do not hesitate to predict the
growing of winter wheat within the arctic
circle are very likely to get badly frost
bitten. It may be grown successfully in
the warm valley of Southern Alberta, but
conditions there are different from any
other district in the same latitude.

THE AGITATION started last May
as the result of the forging of Bs-L by
one named Ricketts seems to have died out.
The promoters have lost interest in the
matter and receivers who are paying
drafts continue to take the old-time
chances. This should not be necessary,
but no reform will be effected by the rail-
road companies until they are forced to
safeguard their blank bills.

INTERCHANGE of switching by rail-
roads which intercept one another will
never become general, as provided by
many charters issued to railroad com-
panies, until the shipping public makes use
of its backbone and insists upon having
the treatment to which it is truly entitled.
Some one must fight for the rights of the
shipping public and the shippers, who have
most to gain by an interchange of switch-
ing, must take the lead. As a rule they
can depend upon their associations to back
them in demanding anything which is fair
and equitable. The railroads seem deter-
mined to grant nothing save that they be
forced to it.

INTERIOR buyers who are willing to
pay shippers a premium to have destina-
tion weights taken in settlement, by their
very offer of a premium admit the unreliability
of their scales. When grain passes thru a central market having mod-
ern weighing facilities and public weight-
man, the weights of that market should
govern. No doubt the shippers who persist
in selling their grain subject to interior
weights, feel safe in doing so until they
suffer a heavy shortage, then they
wonder why in the world they were so
foolish as to take the unnecessary risk.
If any shipper can present good reasons
for his taking such chances we will be
glad to publish them.

JUDGING from the reluctance of ship-
pers to express their opinion upon the ap-
parent determination of all claim agents
of western railroads to establish a natural
shrinkage of one-half of one per cent on
all grain shipments to central markets,
they fear to stand for their rights. If you
think this shrinkage is excessive and unfair
write us about it. Let your brother
dealers know that you are not willing to
stand for such a gouge. The claim agents
are not warranted by experience or right
in attempting to establish a natural shrink-
age for grain shipments. Their position is
 untenable and would be quickly deserted
were the grain shippers to stand for their
rights.

The GRAIN DEALERS JOURNAL

FIVE to 10 per cent of dirt is delivered as wheat to the buyers of wheat in different sections of the country who have not sufficient backbone to insist upon cleaning the wheat thoroly before weighing. If you are anxious to pay out your money for dirt insist upon its delivery in the form of corner lots, then you can transfer it.

THE INDIANA Grain Dealers Ass'n will hold its annual meeting at Indianapolis next week and the Kansas Ass'n. at Kansas City. Excellent programs have been prepared for each meeting and everyone who attends either meeting will be entertained as well as profit in a business way by the discussions now being prepared.

TURN over a new leaf, keep posted regarding what your brother dealers have done and will do. Profit by their experience. To insist upon being guided by your own experience will result in your accumulating a store of the most expensive experience obtainable. No necessity of your paying ten prices for the information, when you can get it by close reading.

REINSPECTION of shipment within twenty-four hours is considered reasonable by the trade at most of the central markets and no buyer can defend a demand for reinspection after grain has reached destination. Sometimes it takes a month to get a car from the in-inspection track to the receiving elevator. No sane man can ask the shipper to guarantee the grade all that time.

CARELESS COOPERING.

Shippers who persistently indulge in careless coopering of cars before loading valuable grain into them must expect to suffer heavy losses regardless of whether or not they ship to a market where every known precaution is taken to prevent losses. A car, M. P. 19,997, which was unloaded today at a transfer house and swept clean was found to be 530 pounds short, the shipper having taken the precaution to supply the Chicago Weighing Department with his weights.

The discovery of the shortage led to a careful examination of the car which disclosed the fact that the linings were in such bad condition oats had lodged between the linings and the sheathings. After tearing off several boards 350 pounds of oats were taken from the lining. Further examination disclosed a crack in the floor large enough to permit oats to leak out.

Shippers cannot expect all of their grain to arrive at destination unless they will exercise care in preparing cars for its reception. It may require a little time to cooper cars carefully, but shippers will find it a profitable investment. You cannot afford to trust to luck.

CARRIER NOT LIABLE FOR DAMAGES.

Elsewhere in this number is published an opinion given recently to the secretary of the Iowa Ass'n to the effect that railroad companies are not liable to the owners of grain elevators built on railroad right of way for damages resulting from carelessness of employees. One of the most aggravating cases on record is that of an Iowa elevator owner whose house was knocked from its foundation and wrecked by a freight engine. The carrier refused to make any amends or bear any portion of the loss.

Under such conditions few elevator men can afford to build their plants on railroad right of way. Sufficient ground can generally be purchased in an advantageous location for several hundred dollars and then the elevator man will not be left in perpetual fear of having to move or of having his house destroyed by the railroad company without recourse.

SEED GRAIN SPECIALS.

The season of seed grain specials is again at hand and a stronger effort than ever is being made to interest grain growers in the careful selection of better varieties.

The L. E. & W. R. R. has just completed an 8-day trip of a seed special over its lines in Indiana.

The C. P. R. this week started a seed grain special from Winnipeg which will cover four to six stations in Manitoba, Sask. and Alberta every day until March 1st.

Next month the Chicago & Great Western will run a seed corn special over all its lines in Iowa.

The railroads profit much by the seed grain specials, the grain dealers some and the growers still more. The pioneer promoter of the seed grain specials, the Iowa Grain Dealers Ass'n, has never received the full credit due it for its excellent work in promoting the cause of better seed grain. It has been and is working hand in hand with the Iowa State Agricultural College and has given money as well as time and labor to the cause of better seed selection.

This week the Iowa State College will complete its short course in judging corn, and the Purdue University of Indiana is also conducting a corn school and corn show.

The Iowa Ass'n will have charge of the Chicago & Great Western seed corn specials next month and arrange their itinerary and schedule for lectures, as well as for the advertising of the lectures to the growers of the district traversed.

The local newspapers and merchants have assisted in giving publicity to the work. It is easy for them to understand that whatever benefits the farmer benefits them. It is to be hoped that the good

work will be continued and that other states will take up the selection of superior seed grain in earnest and secure more intelligent effort along this line by growers everywhere.

Grain shippers can well afford to use their influence along this line, even tho' they consider only their own interests.

ELEVATOR RISKS DECLINED.

Hazardous indeed must be the condition of the grain elevator when the insurance companies decline to assume any portion of the risk, yet elevators of this character are to be found in different sections of the grain surplus states and some of them are operated by progressive dealers who seem to think they have not time to make the changes necessary to convert their plant to an acceptable risk. The expense of time and money necessary to reduce the fire hazard of an elevator is small as compared with the great expense likely to be made necessary by an early fire.

It should not matter to an elevator man whether his insurance company allows him a reduction on account of the self inspection and voluntary reduction of the hazardous features of his plant. It is more to his interest than to the insurance company to reduce the probabilities of a fire. The loss due to suspension of business often exceeds the property loss caused by the fire.

CARS AND BACKBONE LACKING.

Grain dealers in all sections of the country are suffering severely from lack of cars. In some sections their elevators are filled to the bursting point and local banks refuse to extend any further credit to them. With no cars and declining markets, ruin stares some in the face, yet they seem to fear to stand for their rights and make no effort whatever to force the railroad companies to do their duty, as proscribed by charters.

The reluctance of many to give definite information as to how many cars they have received and how many they need is truly amazing. Some of the state railroad commissions, recognizing the great losses being suffered by the would-be grain shippers of the state, have voluntarily gone after the railroad companies with the result that some cars are being supplied.

If you are forced to suspend business thru a lack of cars it is your own fault. There are many ways of obtaining shipping facilities and if you press the freight traffic manager or the railroad commission of your state hard enough your wants will be supplied. At least this is the experience of other shippers who write that they became weary of dealing with the local station agent so sought relief from higher officials.

The railroad commissions of the different states are organized to protect the business interests of the state and they can do much to relieve the scarcity of cars if shippers will dare to come out in the open and give them the facts. It seems like foolishness for shippers to expect to gain any relief when they are not willing to give out a true statement of their trouble.

Railroad Company Not Liable for Damage.

The contract provided in lease of elevator sites on right-of-way of railroad company, exempting railroad company from liability for injury to or destruction of property located upon such leased premises, is valid according to decision of United States Supreme Court as stated in the following legal opinion for which we are indebted to Sec'y Geo. A. Wells of the Iowa Ass'n.

Our opinion is asked with respect to the liability of the Railroad Co. for damages under the following state of facts:

— owned an elevator located on the Railway right-of-way or Depot grounds, under a lease from the Railway Co. containing the following provisions:

"III. That the Lessee shall continuously operate and keep open for business the elevator aforesaid, unless the same be closed by written consent of the Railroad Co.; that he will carry on the business thereat in a prompt and efficient manner and to the satisfaction of the General Manager of the Railway Co., and that he will not in any way obstruct or interfere with the tracks of the Railway Co.

"IV. That rates being equal, the Lessee shall do all his transportation business to and from the premises aforesaid over the railroad of the Railway Co., in preference to any other road.

"VI. That the railroad co. shall be exempt and released, and the lessee does hereby release said Railroad Co. from all liability for injury to or destruction of property, whether real or personal of the said lessee, or in which he shall be interested at any time, situated upon said leased premises, or upon any neighboring premises owned or occupied by the lessee, to which fire may have been communicated from the leased premises, which shall be caused by fire or by any other negligent condition or operation of said Railway Co.'s railroad, engines or cars, or by reason of any other cause whatsoever."

On the day of, a freight train ran off the track and demolished the elevator. The wrecking was caused by a hot box with which the train had been running for several stations. The act of operating the train in the manner stated was clearly negligent and the Railway Co. would be liable but for the provision in the lease above quoted, releasing and exempting it from negligence in the operation of its trains.

The question of the validity of a similar provision was before the Supreme Court of Iowa in Griswold against Railway Companies, 90, Ia. 265. The case was twice before the Supreme Court. Upon the first hearing the provision in the lease was held to be invalid, as against public policy. Griswold against Railway Co. 53—N. W.—295. A re-hearing was granted and upon the re-hearing the Court adopted the opposite view and held the provision valid and exonerated the railway co. from liability.

In the case of The Hartford Fire Insurance Co., against Railway Co., 175—U. S.—91, the rule announced in Griswold vs. Railway co., was adopted by the Supreme Court of the United States, and the railway co. held to be exempt from liability. This case also arose in Iowa.

In both cases the question was with respect to liability for fire caused in the operation of railway trains, and they accordingly presented more persuasive rea-

sions against the validity of the provisions in the respective leases, exempting them from liability because of an express statutory provision imposing a liability for fire.

We regard this case as conclusive and controlling and are accordingly of the opinion that upon the case stated the railway co. is not liable for damage to the elevator destroyed by its act of negligence.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

COST OF ELEVATOR?

Grain Dealers Journal: I would like to know about what the cost would be to build an elevator of about 25,000 bus. capacity?—J. P. Masters, Harrington, Del.

Ans.: Depending on the prices of labor and materials in different localities the cost of such a house will vary with the character of the equipment from \$4,500 to \$6,000.

HAS PUBLIC WAREHOUSEMAN THE ADVANTAGE?

Grain Dealers Journal: We would be pleased to read in your columns the views of pit traders who are in a position to know how much advantage the public warehouseman has by reason of his official position over the average pit trader. Any light your readers can throw on the subject will be thankfully received.—F. R. Annon.

SIZES OF CARS?

Grain Dealers Journal: While we have as yet never been deceived in the manner referred to by the Journal on page 735, Dec. 25, we have a very sharp curve at one of our mills so that it is impossible for us to get a good many western cars placed, and the Official Railway Equipment Register mentioned, would probably give us the size, so when ordering cars out of the junction we would know whether or not we could place them at this particular mill. If not it could be diverted elsewhere and save us a lot of expense.—Miner-Hillard Milling Co., Wilkes Barre, Pa.

Ans.: The Official Railway Equipment Register is published at 24 Park Place, 19 Barclay street, New York.

INDIANA COURTS ON LIABILITY OF ELEVATOR FOR GRAIN STORED.

Grain Dealers Journal: In reply to James Thompson in the Journal for Dec. 10 I would say that the decision of the Indiana Supreme Court against him was based on the particular facts of his case, and no parallel case is likely to be found, so that no fair comparisons of this decision with others can be made. The dealer who does not take a written contract must rely upon his attorney, evidence of a custom at his elevator or previous transaction with the same farmer, in the event of fire and suit, to prove that he was holding the grain for the farmer's account. On page 36 this number, is a report by a member of the Chicago bar of several decisions on liability for grain burned while held for farmer.—Lex.

WHAT IS PROPER DOCKAGE ON NO. 4 CORN?

Grain Dealers Journal: What should be the proper dockage on corn that is sold on the basis of No. 3 and on arrival in market grades No. 4? A discussion of this question should be to the benefit of the grain shippers by putting them in a position to keep from being robed as they are being done by some "grafters." Edwin Beggs, Ashland, Ill.

CLEANING CAR?

Grain Dealers Journal: I would like some one who is familiar with the grain business to answer the following question thru the columns of the Journal:

When a railroad company sets in a car to an elevator containing manure, which would take considerable labor to remove in order to receive grain, whose business is it to remove the manure and stand the expense for such labor performed?—Elevator Agent.

INSPECTION OF SCALES; ILLINOIS LAW.

Grain Dealers Journal: In the Grain Dealers Journal of Dec. 25th, we note a query inquiring if there is a State Inspector of Scales in Illinois, also the address of the nearest office of Fairbanks, Morse & Co. We are pleased to say that our nearest office is at Chicago and we will be very glad to send one of our men with the necessary weights to inspect your scales.

If wagon or hopper scales are to be tested at least 2,000 lbs. of United States standard weights should be used. We can ship these from Chicago and our charge for the service will be \$5.00 per day for man's time together with his traveling and hotel expenses and the freight and cartage of test weights both ways.

The revised Statutes of 1904, chapter 147, section 9, provide that the Secretary of the State shall be ex officio, State Sealer and that he shall compare and prove by the standards in his custody all weights and measures, scales and beams belonging to the Counties which may be sent or brought to him for that purpose by the County Sealer.

Section 10 of the same chapter provides that the County Clerk of each County shall be the Sealer of weights and measures for that County, and that he shall procure at the expense of the County Board a full set of necessary weights and measures. The Statute, however, does not make obligatory the maintenance of such a set of standards by the County, but only authorizes such maintenance when ordered by the County Board.

Chapter 24, article 5, section 1, of the same Statute authorizes the City Council in cities and the President of Board of Trustees in villages to provide for the inspection and sealing of weights and measures, but we do not interpret the Statute as compelling any city or village or County government to appoint and maintain an official whose duty it shall be to go about from place to place, testing and sealing scales, weights and measures. Yours truly, Fairbanks, Morse & Co.

W. G. Nicholls of Nicholls & Taylor, grain dealers at Minneapolis, Minn., was suffocated in the West Hotel fire of Jan.

Noxious weeds are becoming a curse in Manitoba, owing to the single crop plan of wheat growing. Farmers shud clean their seed.

The GRAIN DEALERS JOURNAL.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

CORN SHRUNK 3½ LBS. IN TWO MONTHS.

Grain Dealers Journal: Our experience with a crib of corn this season may be of interest to Journal readers. On Nov. 4th, '05, we put 44,100 pounds of ear corn in a separate compartment, in one of our cribs, and on January 4th we removed same, which weighed only 42,120 pounds. A loss of 2,070 pounds or about 3½ pounds loss per bushel. The waste in handling this corn was not over 100 pounds, so the loss was almost entirely due to drying, and the corn after shelling would not have graded better than N. E. G. on account of excess moisture. Yours truly, C. F. & C. O. Barnthouse, Agosta, O.

BIDS FOR BETTER THAN NO. 3.

Grain Dealers Journal: While I certainly would appreciate the generosity and liberality of any track buyer who would allow one the difference in price of No. 2 and No. 3 grain, when grain sent in on contract for No. 3 is graded No. 2, yet I do not see that he is legally or morally obliged to do so.

My bids always state terms, and whenever I accept them I consider I have entered a specified contract. If it says No. 3 or better it is my own fault if I send better. I think that the commercial grade of all grain should always be the contract grade. Then the difference in price on account of missing grade would always be so near the price of contract that it would make but little difference and I believe we would soon see all the track buyers offering to pay the full difference when grain grades better, and taking off only the actual difference on grain that grades lower than contract.—T. U. Fox, Sinclair, Ill.

IOWA CORN WAS LATE IN MATURED.

Grain Dealers Journal: The conditions of new corn are perfectly natural ones. We have had (Dec. 26, 1905) no frosts and the corn grew clear up into the late fall, consequently, it has not had time to dry out thoroughly. While the corn was well matured, that is, made a good growth, it contains a great amount of water.

There is another reason, of course, in connection with this and that is that many people come here from Illinois, Indiana and Ohio and they do not realize that Iowa lies further north and has a greater elevation. Consequently, they are growing varieties which are late in maturing in this region. It is to be regretted that this corn is thrown on the market in this condition. I have been on the Board of Trade a number of times this fall and find that the corn received from Iowa is of good quality, but late in maturing, for the reasons given above and on account of the late season and large late varieties. Very truly yours, P. G. Holden, Prof. of Agronomy, State College, Ames, Ia.

HANDLING GRAIN AT NEW ORLEANS.

Grain Dealers Journal: Knowing that the Illinois Central shippers would be interested in hearing of the conditions in the New Orleans market, I am pleased to give them a brief statement. I spent last week in New Orleans and made it my business each morning to visit the elevators and follow the inspectors as they sampled and inspected the grain arriving. I must say that nothing could be fairer than the treatment accorded grain shippers by the New Orleans Inspection Department, which is headed by Mr. W. L. Richeson, Chief Inspector, with Mr. George R. Colby and Mr. John R. Anderson as Deputy Inspectors at the Illinois Central houses. Each and every car was carefully sampled with a plunger by drawing samples from all parts of the car and in a thorough manner. There is no question but that the grain was honestly and fairly graded.

I noticed certain cars inspecting No. 4 and justly so, for the quality and condition of the corn was such that it never should have come to the New Orleans market with the expectation of its grading better, the corn being green and full of sap and not entitled to any better grade than No. 4. Several cars arriving in bad order on account of leaky roof were graded No Grade and justly so. It was surprising to see the actual damage to a car of corn resulting from a defective roof. Shippers would do well to inspect carefully the roof of each and every car, and if not in good condition, reject it.

One point that impressed me very favorably was that when unfavorable weather prevailed no grain was inspected. Cars were permitted to stand on the elevator track unopened until weather conditions changed for it is a well-known fact that with damp, foggy weather grain takes on moisture rapidly and will not show up as well as when the weather is clear and bright. I do not know of another market in the country where such consideration is shown the shipper, but it is the rule in the New Orleans market.

During the past month we have shipped 250 to 300 cars of corn to New Orleans. Our shipments have been going through in from five to twelve days, the average being under eight from the time the corn was loaded by us until it was received and unloaded in the elevators at New Orleans. Better service than this could not be expected nor asked for; for experience has demonstrated the fact that even in shipping to Chicago owing to the congested condition of the yards there it will require practically the same time to get a shipment into the elevator at Chicago. Last Friday there was but one car of grain on track in the Illinois Central yards at New Orleans at the close of the day's business, indicating the promptness with which the grain is handled.

Elevators "D" and "E" which were destroyed by fire last February have been rebuilt complete and are model elevators in every respect. Their system of unloading and weighing could not be improved upon and in connection with the Terminal facilities of the Illinois Central Railroad at New Orleans, a more ideal condition of affairs with reference to the prompt handling of grain, could not be imagined.

By observation is, that the Illinois Central Railroad, the New Orleans Board of Trade including the Inspection Department and all parties concerned, are determined to do everything in their power to make the New Orleans market an attrac-

tive one for shippers of grain, and I venture the assertion that a shipper using good judgment in the character of the grain sent to that market, and following this up with watching closely the condition of the cars with reference to the roof and the covering of same, will find that market a very attractive one. W. L. Shellabarger, Decatur, Ill.

SHRINKAGE DEDUCTION UNJUST.

Grain Dealers Journal:—I think that the railroads are taking a very unjust stand on the matter of deducting an alleged shrinkage of one-half or one per cent from claims for shortage. There is no reason why we shippers should be the losers of any shrinkage. If the railroad companies will do the right thing I know that all grain dealers will.—Joseph Lamm, Elkader, Ia.

TESTING SCALES.

Grain Dealers Journal: Due largely to the influence of the Chicago Board of Trade Weighmaster the various Associations and the grain trade journals, owners of scales are paying more attention to maintaining them in accurate condition, and to having their scales tested from time to time so as to guard against losses by reason of inaccurate weights.

Cheap scales improperly installed and scales of all kinds neglected have involved owners in numberless controversies over differences in weights. We have always tried in correspondence and through our salesmen to impress upon every purchaser the necessity, first, for buying a good scale, second, for erecting it in a careful and substantial manner and third, for testing it periodically and for maintaining the timber and foundation as well as the scale itself in good condition.

Many scale owners are deceived into believing their scales correct after testing with a single 50 lb. weight and advantage is taken of this habit by manufacturers of cheap scales to furnish a test weight free with every scale that the owner may be able to test it and see for himself that it is a correct weighing machine.

When new a 4 ton scale will break on about 2 lbs., that is to say when a 50 lb. test weight or any other weight is placed on the scale platform the poise may be moved backward and forward within a range of 2 lbs. or more without perceptibly affecting the balance of the beam. Assuming the range to be 2½ lbs., the possible error may be as great as 5 per cent of the load. If there is as great an error in 2,000 lb. or 8,000 lbs., the scale would be anything but reliable. No less than 2,000 lbs. of standard test weights should be used for testing a wagon scale, and even when this quantity is used, a loaded wagon should be driven on the platform after testing with the weights alone and the weights can be used so as to note the working of the scale under a load well up to the rated capacity of the scale. Yours truly, Fairbanks, Morse & Co. By F. E. Church, Chicago.

The igniter of a gasoline engine sometimes works spasmodically because the insulation around the ignition points has cracked. The remedy is to renew the insulation.

James Geddes, the American miller of Guadalajara, Mexico, has recently received two importations of wheat from the United States, one of 15 and the last of 45 cars.

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New Tile Elevator at Kansas City.

Many fire proof grain storage plants have been built of tile by The Barnett & Record Co., and new ones are rapidly being added to the list. The latest is the new Maple Leaf Eltr. illustrated here-with.

The Chicago & Great Western Elevator located at Kansas City, Kans., is called the "Maple Leaf Elevator" and occupies the site of the much larger elevator of wood construction which was destroyed by fire in 1904. The working house is 44 x 54 feet on the ground and consists of concrete foundation, steel columns, steel bin walls and steel frame cupola all enclosed with tile. The storage portion is the regular tile bin construction and consists of 14 bins arranged in two rows, the size of bins being 21 ft. in diameter and 85 ft. high, with a conveyor belt below and above, arranged with tripper and loading spouts according to the latest designs.

The working house is equipped with one receiving leg of 10,000 bus. capacity, one shipping leg of same size and two cleanings legs of 5000 bus. each. In the cupola are two hopper scales of 100,000 bus. capacity with garners over each of like capacity.

The first floor contains four large Monitor Separators with steel frames and one No. 10 Invincible Oat clipper. A belt

driven passenger elevator runs from first floor to scale floor. The power transmission is generally by rope except the separators and few of the smaller machines.

In the receiving shed are five tracks with a receiving pit for each and three pairs of power shovels so arranged that cars can be unloaded on either track as desired, each track hopper is independent of every other. A three drum car puller in basement of elevator is arranged to move cars in either direction on each of the five tracks. The first two tracks are arranged for loading out as well and two cars can be loaded on either of these tracks at the same time.

There is but one opening between the elevator and the receiving shed, and as this can be securely closed the burning of cars on track outside of building, no damage can be done to same, the brick division wall forming ample fire protection. As the interior of the house is fitted with steel leg casings, spouts, and steel frame cleaning machinery there is very little chance for any injury occurring from fire. The windows and doors are of the latest galvanized iron frames and sash glazed with wire glass, and the doors of the best steel panel fireproof pattern.

The old power plant which was uninjured when the former building was burned supplies the power for the present fireproof outfit.



New Maple Leaf Elevator at Kansas City.

Movement of Grain During Past Four Years.

RECEIPTS AT BALTIMORE.

1905.	1904.	1903.	1902.
Wheat	4,466,741	3,861,707	5,658,593
Corn ..	17,313,847	10,935,307	21,512,861
Oats ..	8,592,622	2,825,016	3,795,737
Rye ..	885,123	778,736	1,434,513
Barley..	22,437	85,456	504,964

EXPORTS FROM BALTIMORE.

Wheat	1,196,495	140,262	334,448	5,021,667
Corn ..	15,313,301	7,708,237	3,535,966	1,184,516
Oats ..	5,074,557	22,560	.....	223,837
Rye ..	102,856	.....	.....	.....
Barley..	.....	.....	.....	.....

RECEIPTS AT BOSTON.

1905.	1904.	1903.	1902.
Wheat	6,271,099	2,509,651	6,661,375
Corn ..	11,709,697	7,224,195	9,041,585
Oats ..	5,254,192	6,108,790	6,160,464
Rye ..	38,772	32,596	42,547
Barley..	1,473,547	325,323	184,819

EXPORTS FROM BOSTON.

Wheat	4,595,703	2,671,780	6,738,583	15,307,301
Corn ..	10,688,317	4,296,095	7,068,855	798,097
Oats ..	1,155,156	78,722	185,542	514,741
Rye ..	.....	.....	.....	.....
Barley..	897,578	253,702	107,017	92,803

RECEIPTS AT DULUTH.

1905.	1904.	1903.	1902.
Wheat	31,186,725	26,635,205	29,091,142
Corn ..	241,628	11,804	974
Oats ..	9,470,088	9,986,914	4,807,204
Rye ..	549,189	1,069,449	895,442
Barley..	9,668,367	8,438,717	6,542,865
Flax'd.	10,751,790	15,327,003	18,456,875

SHIPMENTS FROM DULUTH.

Wheat	28,126,624	24,800,176	30,699,774	39,639,649
Corn ..	2,411,628	13,049	974	423,943
Oats ..	8,820,500	7,462,400	8,357,550	6,774,300
Rye ..	1,001,000	1,420,000	1,020,200	1,117,507
Barley..	17,249,700	17,319,400	17,450,444	13,059,950
Flax'd.	239,500	239,091	196,201	250,500

RECEIPTS AT MILWAUKEE.

1905.	1904.	1903.	1902.
Wheat	7,576,600	8,240,860	9,031,615
Corn ..	3,101,300	2,964,950	2,308,500
Oats ..	8,820,500	7,462,400	8,357,550
Rye ..	1,001,000	1,420,000	1,020,200
Barley..	17,249,700	17,319,400	17,450,444
Flax'd.	9,385	18,383,783	16,341,247

SHIPMENTS FROM MILWAUKEE.

Wheat	1,766,073	2,139,892	7,110,158	2,335,989
Corn ..	2,295,425	1,887,201	1,390,220	1,724,784
Oats ..	7,257,498	5,838,304	7,782,002	4,472,892
Rye ..	413,785	773,945	624,810	1,039,232
Barley..	9,219,541	10,000,158	8,136,101	6,335,794
Flax'd.	9,385	14,200	14,200	15,500

RECEIPTS AT MINNEAPOLIS.

1905.	1904.	1903.	1902.
Wheat	92,176,870	86,935,980	86,804,070
Corn ..	3,967,790	4,289,000	3,314,450
Oats ..	25,125,740	25,848,380	22,384,060
Rye ..	1,576,470	1,901,580	1,588,180
Barley..	14,423,390	11,600,550	11,238,170
Flax'd.	8,170,240	8,513,040	9,392,240

SHIPMENTS FROM MINNEAPOLIS.

Wheat	23,152,920	18,177,340	15,608,800	11,770,170
Corn ..	695,050	730,050	948,190	1,321,150
Oats ..	11,234,140	10,907,890	11,115,680	4,704,720
Rye ..	939,940	1,148,500	946,650	734,150
Barley..	7,939,810	7,542,080	7,194,740	4,912,050
Flax'd.	2,342,940	3,559,450	2,675,920	2,839,970

RECEIPTS AT NEW YORK.

1905.	1904.	1903.	1902.
Wheat	11,431,336	8,401,322	22,347,675
Corn ..	30,208,430	15,504,030	27,428,210
Oats ..	35,721,100	26,826,800	29,504,100
Rye ..	338,250	183,671	1,838,475
Barley..	9,189,200	8,432,000	3,491,700

EXPORTS FROM NEW YORK.

Wheat	8,406,393	1,750,628	15,181,140	2,136,272
Corn ..	27,200,432	10,018,855	21,985,818	3,124,482
Oats ..	7,234,611	1,875,272	2,892,612	3,871,596
Rye ..	279,358	8,485	1,358,639	2,433,895
Barley..	5,842,632	2,489,239	561,119	373,673

RECEIPTS AT PHILADELPHIA.

1905.	1904.	1903.	1902.
Wheat	3,600,373	1,812,468	4,727,587
Corn ..	9,761,268	8,346,387	11,135,738
Oats ..	10,336,347	4,652,875	4,463,900
Rye ..	61,043	73,076	90,242
Barley..	332,200	369,600	364,000
Flax'd.	554,600	.....	.....

EXPORTS FROM PHILADELPHIA.

Wheat	1,122,293	184,000	3,451,763	10,434,434
Corn ..	7,839,200	6,164,525	9,900,923	2,427,617
Oats ..	5,416,286	52,574	.....	584,756
Rye ..	.....	.....	.....	63,118

RECEIPTS AT ST. LOUIS.

1905.	1904.	1903.	1902.
Wheat	21,001,852	23,148,133	23,550,700
Corn ..	18,067,905	18,246,325	21,390,245
Oats ..	19,278,365	17,109,295	20,601,930
Rye ..	569,706	874,185	1,325,892
Barley..	2,021,183	3,183,000	2,633,119
Flax'd.	149,955	98,000	173,400

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SHIPMENTS FROM ST. LOUIS.

Wheat	18,239,778	24,041,149	18,806,761	22,276,507
Corn ..	14,544,103	16,770,368	20,639,651	13,896,459
Oats ..	16,060,470	12,880,310	14,079,148	11,657,939
Rye ..	492,316	767,297	1,086,416	905,905
Barley.	287,681	493,803	293,095	65,417
Flax's.d.	23,910	20,730	15,595	129,205

RECEIPTS AT TOLEDO.

Wheat	1905.	1904.	1903.	1902.
Corn ..	4,593,100	4,722,280	5,729,513	13,100,260
Corn ..	8,350,650	7,777,447	12,882,902	5,950,791
Oats ..	11,044,500	7,272,200	6,880,065	7,019,657
Rye ..	378,600	135,388	180,918	401,490
Barley.	22,650	16,815	66,216	18,904
Barley.	18,000	13,915	105,541	70,144
Clow. S'd.	76,881	97,384	113,262	109,606

SHIPMENTS FROM TOLEDO.

Wheat	2,105,045	2,692,981	2,702,783	6,439,768
Corn ..	6,512,740	5,827,820	10,522,902	4,342,374
Oats ..	9,203,500	6,934,060	5,256,952	5,469,101
Rye ..	233,700	124,527	163,127	496,800
Barley..	18,000	13,915	105,541	70,144
Clow. S'd.	67,599	117,282	117,512	107,975

RECEIPTS AT INDIANAPOLIS.

Wheat	1905.	1904.	1903.	1902.
Corn ..	1,444,200	1,558,600	1,497,300	4,614,275
Corn ..	8,429,300	8,008,500	7,233,750	11,901,103
Oats ..	2,467,700	1,628,700	1,858,800	5,379,660
Rye ..	158,250	81,750	41,550	114,100
Barley..	148,550	74,000	11,700	51,850

SHIPMENTS FROM INDIANAPOLIS.

Wheat	433,750	270,550	49,500	307,500
Corn ..	866,300	803,500	1,159,000	5,815,650
Oats ..	545,500	140,750	186,000	1,182,450
Rye ..	27,000	105,250	21,300	15,000
Barley..	36,600	152,150	67,460	35,400

RECEIPTS AT KANSAS CITY.

Wheat	1905.	1904.	1903.	1902.
Corn ..	40,038,000	39,159,000	38,322,000	24,018,400
Corn ..	21,508,000	14,187,600	16,282,300	16,092,800
Oats ..	6,667,500	4,675,200	6,350,400	8,358,000
Rye ..	323,000	247,200	480,800	376,800
Barley..	856,000	581,000	313,000	33,000

SHIPMENTS FROM KANSAS CITY.

Wheat	20,368,000	20,137,500	25,710,300	18,510,400
Corn ..	17,034,000	10,723,500	13,341,600	13,384,000
Oats ..	5,185,500	3,067,200	4,417,200	6,139,800
Rye ..	150,000	124,800	240,800	191,200
Barley..	563,000	116,000	59,000	10,000

RECEIPTS AT PEORIA.

Wheat	1905.	1904.	1903.	1902.
Corn ..	928,200	878,600	945,000	2,471,028
Corn ..	14,321,400	19,576,000	21,035,040	18,276,649
Oats ..	11,058,300	10,605,200	10,317,500	12,056,741
Rye ..	283,700	295,800	254,800	307,600
Barley..	2,511,200	2,841,100	2,273,600	1,664,200

SHIPMENTS FROM PEORIA.

Wheat	720,700	660,000	1,380,780	1,775,449
Corn ..	7,905,500	10,860,000	7,674,175	5,843,046
Oats ..	12,567,800	11,080,000	10,633,740	11,736,561
Rye ..	114,400	145,800	103,200	88,420
Barley..	1,678,200	1,667,300	1,387,800	1,040,369

RECEIPTS AT CHICAGO.

Wheat	1905.	1904.	1903.	1902.
Corn ..	26,890,012	24,457,347	27,177,475	37,003,028
Corn ..	110,823,444	100,543,207	98,697,735	50,530,107
Oats ..	92,486,761	73,023,119	88,816,234	78,790,500
Rye ..	2,392,444	2,379,367	3,047,500	3,162,511
Barley..	28,074,142	25,318,917	23,146,889	14,884,173
Flax's.d.	2,890,241	3,337,313	3,545,604	4,733,867

SHIPMENTS FROM CHICAGO.

Wheat	13,922,714	17,957,416	24,364,016	30,217,696
Corn ..	91,153,342	75,184,758	100,234,690	45,394,240
Oats ..	66,181,725	47,308,901	63,652,428	57,981,612
Rye ..	1,152,019	1,567,273	2,929,728	2,846,215
Barley..	7,374,037	5,802,856	3,019,731	3,488,258
Flax's.d.	238,652	676,281	548,557	1,253,557

RECEIPTS AT BUFFALO.

Wheat	40,438,818	28,228,878	40,455,328	62,452,696
Corn ..	32,745,048	27,850,983	43,384,979	22,487,554
Oats ..	25,733,094	18,404,884	30,976,088	15,891,387
Rye ..	688,452	1,645,948	8,216,983	3,716,623
Barley..	14,618,495	15,252,900	10,631,655	8,969,865
Flax's.d.	12,244,028	10,280,000	11,743,789	.....

SHIPMENTS BY CANAL.

Wheat	5,565,282	3,838,778	4,683,610	9,530,255
Corn ..	889,922	2,338,306	6,566,297	951,681
Oats ..	5,687,809	5,046,709	3,815,759	2,645,183
Rye ..	127,573	50,470	429,551	660,817
Barley..	3,355,320	2,715,475	2,003,900	2,394,698
Flax's.d.	1,795,684	1,135,030	1,056,024	.....

RECEIPTS AT OMAHA.

	From Feb. 1.			
	1905.	1904.		
Wheat	514,800	313,000		
Corn ..	4,114,500	3,337,835		
Oats ..	1,270,500	500,750		
Rye ..	61,000	52,000		
Barley..	35,000	71,000		
SHIPPMENTS FROM OMAHA.				
Wheat ..	1905.	1904.		
Corn ..	2,728,800	1,730,000		
Oats ..	987,000	647,072		
Rye ..	33,000	44,000		
Barley ..	19,000	54,000		

Crop Reports

DELAWARE. Harrington: The wheat crop of the past year was short and the quality poor and inferior. The corn crop was fairly good. I presume 40,000 bushels of corn have been shipped from this point to the northern markets, including Baltimore and Philadelphia. The quality and condition of the corn crop has been very good for the past season. J. P. Masters.

KENTUCKY. Auburn: The local condition is normal. Farmers who stored for higher prices are still bullish. Perhaps 1-3 of year's crop still in their hands. Conditions for new crop soft under wheat very good. Chas. E. Bates, mgr. Auburn Mills.

MINNESOTA. Ada: The wheat here is about all marketed. Farmers are holding their oats and flax for higher prices. Acreage of macaroni will be larger than usual here next year, as it yields better and is giving better satisfaction. X.

OHIO. Lyndon: Wheat looks fine and we have a fine corn crop. More corn selling than usual. Have had a mild winter so far. Over 2 inches of rain fell Jan. 2 and 3. D. G. Coyner—Columbus: The excellent conditions prevailing during the late fall was very beneficial to the maturing corn and it was cribbed in fine condition, as per report of Ohio Dept. of Agri., issued Jan. 1. Very little complaint has been made of mold, the present condition in crib being estimated at 95, as compared with the average, while the condition in shock is 89. But 9 per cent of the corn remains unhusked. About 76 per cent, or the usual average will be fed on the farm. According to a new ruling of the Department no estimate will be made on the condition of the wheat crop until the report issued Apr. 1, as any estimate made during the next 3 months would be of but little value.

OKLAHOMA. Byron: The prospect for wheat in Woods county is as good as it ever was at this time of the year. G. W. Holderby, agt. Kramer Milling Co.

TEXAS. Dallas: The crop of small grain in the Southwest has so far stood the very wet and cold weather admirably and no damage had been reported to wheat, altho some fears were entertained that considerable damage would be done by reason of the exceeding wet weather. The outlook for the small grain is good and millers and dealers state that they are expecting this state to make a fair average crop of wheat this year. If this should be the outcome of the crop it would vastly improve both the grain and milling situation in Texas. J. S. W.

WISCONSIN. Deer Park: The grain crop was nice here and the trade has been fine. The quality of the grain has been good. M. C. Emerson, agt. New Richmond Roller Mill Co.

In their choice of Robert W. Van Tassel as president for the coming year the members of the Peoria Board of Trade on Jan. 8 testified to their warm appreciation of one who, still a young man, has been actively identified with that institution for 30 years.

Mr. Van Tassel has learned the grain business from the ground up, having begun on the floor of the Peoria Board as a messenger boy, then for many years a grain office employee and for the past 17 years a business associate. A portrait of Mr. Van Tassel is given in the engraving herewith. Under the name of the Van Tassel Grain Co. he is now doing a shipping and commission business.



R. W. Van Tassel, Peoria, Ill.
Prest. Board of Trade.

Grain Dealers National Association Provides for a Direct Country Membership.

In submitting the revision of the Constitution, By-Laws, Trade and Arbitration Rules, we do so, feeling that we have followed the instructions of the last annual meeting, by "getting out of the fire as best we could."

The officers elected at Niagara Falls accepted their respective offices with the understanding that a special effort should be made to effect the re-affiliation of the withdrawn state Associations, and that obligation has, in our opinion, been fully discharged.

In accordance with the instructions issued by the ass'n at its Annual Meeting in Niagara, a committee was sent to the Annual Meeting of the Illinois Ass'n held in Decatur June 13th last, but the appeal for reaffiliation was not granted and the committee made their report accordingly.

Not satisfied to let the matter rest, but on the contrary being determined to employ every possible means to carry out the wishes of the Ass'n, as expressed in the annual meeting, the officers addressed a letter to the several Secretaries of the various Ass'n's, and invited them with their officers in authority, to meet in Chicago, during the Live Stock Show, for the purpose of discussing the situation and, if possible arrange for affiliation.

The correspondence relative to the proposed meeting, developed the fact that a number of Ass'n's were not then and had no prospect of being in any better position to finance an affiliation with the National than they had in the past; and that while the Secretaries and officers conceded the National Ass'n to be worthy of support, there was no reason to believe that the events of another year would bring us any nearer an adjustment than we are at present.

In the meantime, the National Ass'n has been the subject of discussion at every meeting of grain dealers that has been held since the beginning of the present fiscal year, and a large number of influential grain dealers, both shippers and receivers have committed themselves to the opinion that the only safe policy for the officers of the National to adopt would be one that would provide a direct country membership in unaffiliated territory, and at the same time continue old rules of affiliation, in order that any Ass'n electing to affiliate with the National might do so in the future just the same as they had in the past.

The revised Constitution and By-Laws still provide for the affiliation of State and local Ass'n's, and there is absolutely no feature of the direct country membership proposition that can, in any way, interfere with the affiliation plan.

In making our announcement to the trade in unaffiliated territory, we confine ourselves strictly to a presentation of the advantages of a direct membership in the National Ass'n, and do not seek by irrelevant or overdrawn comparison to injure the State Ass'n's, and it is only along straightforward and strictly business lines that we shall proceed with our work.

The officers of the National Ass'n are fully as anxious today as they ever have been, to enlist the financial and moral support of the various State Ass'n's, through affiliation and whenever invited, shall continue to attend their meetings and in every other honorable way earn-

estly strive to effect a re-union of the scattered forces.

Yours fraternally,

JOHN F. COURCIER,
Secretary.

M. F. DUNLAP,
President.

H. L. GOEMANN, Chairman,
J. W. McCORD,
A. E. REYNOLDS,

Executive Committee.

"Bids" and "Offers" at Chicago.

Traders in "puts" and "calls" at Chicago have been making an apparently successful attempt to evade the ancient Illinois law against options.

On a form of contract devised by Attorney Kirton two traders had a test case before Judge Gary who decided the contract valid, and transactions in this style of contract greatly increased.

A declaration by John Hill, Jr., recently, that he intended to fight the privilege trade led the "put" and "call" crowd to hedge themselves about with closer safeguards. Abandoning the freedom of the smoking room of the Board of Trade building they hied themselves to a very small room in a nearby office building and will admit none but members of the Board of Trade; and of those, only those who will join the Merchants Ass'n. "Offers" are what were formerly known as "calls" and "bids" are "puts", in the sense that they afford the buyers of the privilege the same protection.

Rule 3 of the Merchants Ass'n reads as follows:

To Facilitate Trade—In making said offers to make a contract to buy or sell, the following mode of expression, and none other, shall be used:

"I bid 87½ for 10 May wheat."

"I offer 10 May wheat at 88."

The person wishing to receive such bid or offer shall say: "Received."

In procuring said offers to make a contract to buy or sell, the following mode of expression, and none other, shall be used, to-wit:

"I'll receive a bid on 10 May wheat at 87½."

"I'll receive an offer on 10 May wheat at 88."

The person wishing to make such bid or offer shall say: "Made."

Walter Fitch, President of the Chicago Board.

After one of the hottest contests on record Walter Fitch on Jan. 8 was elected president of the Chicago Board of Trade for the ensuing year, by a vote of 591 to 547, a majority of 44.

A portrait of Mr. Fitch is reproduced herewith. He was born at Fox Lake, Wis., in 1861, was educated in the public schools of Detroit, and early in life entered the grain business at Ashland, Wis., beginning his grain career with the Northern Grain Co. 17 years ago. Two years later he became personally interested in the company, and still retains an interest. Leaving the employ of the Northern Grain Co. two years ago he became a member of the firm of Pringle, Fitch & Rankin, who are among the leaders in the trade in grain futures.

Mr. Fitch has held office in the Board of Trade for the past two years, the first year as second vice-president and the past year as first vice-president; and has done important work as chairman of the committee on market reports. Outside of the Board of Trade Mr. Fitch is well known in athletic circles, having served a term as president of the Chicago Athletic Ass'n.

Mr. Fitch's election as president insures that the administration of the affairs of the Board of Trade will be vigorously conducted on a high plane and for the benefit of all the members.



Walter Fitch, Pres't. Board of Trade, Chicago.

The GRAIN DEALERS JOURNAL.

Death of Louis Spelts.

The death of few persons in grain circles of the west would cause more profound sorrow than the death of Lewis Spelts, president and manager of the Spelts Grain Co. and for many years widely known in the grain trade. The



L. Spelts, David City, Neb.

death occurred at his home in David City, Nebr., Dec. 18, after an illness of only a few days.

Mr. Spelts was serving his second term as mayor of his home city, was an active church member and partook in every move for the city's welfare. His broad-minded, public-spirited, sincere character won the highest esteem from his business associates. He was especially well known on the Omaha Grain Exchange as a man of sound common sense and business integrity, with a high sense of honor. He was eminently successful in business.

Mr. Spelts was born in Green Co., Ind., Dec. 29, 1844. At the age of 18 he enlisted in Co. K, 26th Illinois Infantry Volunteers at Bloomington and served three years in the Civil War, taking part in the battles of Corinth, Lookout Mountain, Buzzard Roost, Kenesaw Mountain and others. He was also in the sieges at Vicksburg and Atlanta and was with Sherman on his famous march to the sea.

Mr. Spelts was one of the pioneers in Nebraska's grain trade, having engaged in the grain and live stock business in Butler Co. for a period of more than 30 years. From 1892 to 1895 he was a member of the firm of Spelts, Hitchcock & Olney, in the live stock commission business in South Omaha where he resided during this period. The remainder of his western life he has resided at David City where the high esteem of his fellow townsmen was evinced by the closing of all business establishments and schools on the day of his funeral.

The business interests of Mr. Spelts will be continued without change of policy.

Porto Rico will establish a bureau of agriculture.

Brazil is said to have just issued an order putting into immediate effect the tariff bearing severely on American grain and flour.

Death of R. G. Risser.

R. G. Risser, one of the best known country grain dealers of eastern Illinois died Jan. 4 at his home in Kankakee, Ill. Mr. Risser had been confined to the house two weeks with pneumonia, but after apparent recovery suffered a relapse made fatal by a weak heart.

Ralph Gilman Risser was born near Cleveland, O., in July, 1846, and with his parents removed to Onarga, Ill., in 1862. Withdrawing from a partnership in his father's store Mr. Risser in 1878 engaged in the grain trade at Sheldon, Ill. At about this time he was married to Miss Eva Dunlap.

Since his removal to Kankakee in 1885 Mr. Risser has been continuously engaged in the grain and agricultural implement business. Mr. Risser was a member of church, social, and literary organizations and had strong religious convictions. His wife, son and two daughters survive him.

The annual meeting of the Rice Ass'n of America will be held at Crowley, La., in February.

A combination of the American Farmers Union with the National Farmers Exchange is said by the attorney of the latter, to have been about perfected.

The Philippine rice crop is large and we have just received reports that the typhoon did not cause the damage to the hemp crop that we had thought, says Secy. of War Taft.

Death of Lamoine Mott.

Lamoine Mott, the pioneer grain dealer of Des Moines, Ia., died Dec. 24 at San Diego, Cal., of pneumonia.

Mr. Mott had been ill the greater part of the summer, and three weeks before his death left Des Moines for his annual stay on his orange grove in southern California. Three days after his arrival at San Diego he became ill of pneumonia, and died a week later.

Born at Woodsfield, O., May 28, 1841, Mr. Mott removed to Des Moines in 1868 and engaged in the grain and commission business, building the first elevator to be erected at Des Moines. Grain was shipped down the river in barges and later by rail.

During recent years Mr. Mott's business has extended until he was interested in grain companies throughout the state. He was pres. of the Diamond Grain Co., vice-pres. of the B. A. Lockwood Grain Co., pres. of the Shannon & Mott Milling Co., all of Des Moines, and had large property interests in that city, South Dakota and California.

Mr. Mott was married in 1864 to Miss Gertrude Anschutz at Moundsville, W. Va., who, with 4 children, survive him. A portrait of Mr. Mott is reproduced in the engraving herewith.

The Australian wheat crop, including New Zealand, is variously estimated at from 63,000,000 to 85,000,000 bus., which is considerably more than the preceding crop.



Lamoine Mott, Des Moines, Ia.



The Bottomless Pit.

The GRAIN DEALERS JOURNAL.

Liability of Bailee for Grain Burned.

BY C. B. HIRTELZ.

The rule undoubtedly is that when the writing upon its face furnishes no suggestion whether the grain is received as a bailment, that is, in store, or, upon a contract of sale, the general and known course of dealing of the person receiving the grain must be considered.

In Lyon v. Lenon, et al., 106 Ind. 567, decided by the supreme court in 1886 cited by the court, the facts were as follows:

In 1882, and prior thereto, Lenon was the owner of a grain house and elevator at Delphi, Ind. In July, 1882, the plaintiff delivered to Lenon at his elevator, in different lots, the quantity of wheat above mentioned, and received upon the delivery of each lot a receipt signed by the latter's agent for "53 fifty-three bushels fifty lbs. wheat. Not transferable without notice." There was no evidence of any contract or understanding outside of the receipt itself, except such as was afforded by the course of business between the parties. The manner of dealing had been that when the receipts were presented by the holder Lenon would pay the market price for wheat at the date of presentation and take them up. A small charge was made for storage and a charge for insurance if the presentation of the receipt was deferred beyond 30 or 60 days.

All wheat of the same grade was put into a common mass when received as the plaintiff knew, and was shipped out indiscriminately. An effort was made to keep on hand an amount equal to the outstanding receipts. This was done, not for the purpose of returning wheat to those who held receipts, but as a matter of precaution on the part of Lenon in case of fluctuations in the market. When Lenon made an assignment for the benefit of his creditors he had on hand more wheat than sufficient to have returned the amount due the plaintiff, but far short of the amount represented by all his outstanding receipts. The plaintiff offered to pay the storage and insurance charge and demanded the wheat. This was refused. He brought suit in replevin in which the judgment was for defendants. The judgment was affirmed in the supreme court.

Lenon testified in the suit that his business was not that of a warehouseman, and that he never stored wheat for hire. The receipt in this case, it will be remembered, gave no indication of the agreement of the parties in relation to the wheat or any understanding between them concerning it.

The case is cited in numerous other cases for which there is not room in this article, but these cases of sales are all distinguishable from the line of cases of bailments like that of Rice et al. v. Nixon 97 Ind. (1884) where the warehouseman received the wheat and in accordance with his custom threw it into a common bin with his own and other depositors' wheat from which bin he sold from time to time but always keeping sufficient to supply all depositors and from which the appellant could at any time before the fire have received all the wheat she had deposited. "No demand was made for the wheat until after its destruction. The wheat was stored with the appellee, and there was no agreement that the bailor should have an option to demand the grain or its value in money." Of the warehouseman's custom of mingling the grain and selling from the common lot the appellants had no knowledge. The supreme court affirmed the judgment in favor of the defendants saying that "If the warehouseman is not bound" (by the contract) "to place grain in a separate place for each depositor, then, the fact that he puts it in a common receptacle with grain of his own and that of other depositors does not make him a purchaser, and if he is not a purchaser then he is not a bailee. * * * The duties, rights and liabilities of warehousemen are prescribed by law as declared by the courts and the Legislature, and as matter of law it is known to us that a warehouseman, by placing grain received from a depositor in a common receptacle, and treating it as the usages of trade warrant, does not become the buyer of the grain, unless, indeed, there is some stipulation in the contract imposing that character upon him," and "it has long been settled that where property in the custody of a bailee is destroyed by an accidental fire, and there has been no fault or negligence on his part, he is not liable.

But perhaps a clearer case of sale is made by the facts in Woodward et al. v. Boone et. al., 126, Ind. 122 (1890). Here wheat was delivered to "owners of a mill and warehouse who were engaged in the business of milling and in the business of buying and selling grain. Wheat was delivered to them by the appellees, one of whom stated the terms upon which it was delivered thus: "We had hauled wheat to Mr. Woodward a few days before, that we sold for .70c per bu. and when we finished hauling this lot of wheat the price dropped down to .60c pr. bu. I did not feel disposed to sell it at that price, and proposed to Mr. Woodward that I would leave it a few days, thinking that the prices would get better in 20 or 30 days, and I would sell it at that time, the price be what it would," 18 days after the wheat was hauled the mill burned. Said the court: "The wheat hauled to the appellants before the last lot * * * was paid for by them. The wheat last hauled and not paid for was placed in railroad cars, and not in appellant's mill or warehouse. * * * It is evident that the appellees were not entitled to get back the identical wheat, nor wheat of like character, for the wheat was not placed in a common receptacle, but was placed in railroad cars for shipment, hence the appellees were not entitled to demand anything except money for their wheat, let the price be what it would. The appellants were under an obligation to pay for the wheat, not to keep it on deposit. This case does not, therefore, belong to the class represented by Rice v. Nixon 97 Ind. 97, but to the class represented by Lyon v. Lenon 106 Ind. 567. The case before us has the essential features of a contract of sale, and not of a contract of bailment." The judgment of the lower court that the case was one of sale and not of bailment, and hence plaintiffs were entitled to the price of the wheat and not the return of the grain, was affirmed.

And so in the cases where as in the delivery of wheat to dealers in grain conducting a warehouse and flouring mill under agreement for the return of a designated number of pounds of flour and bran for each bushel of wheat delivered. The flour and bran to remain in possession of the grain dealers, subject to delivery upon the demand of appellees. This case does not fall within the rule that "where a warehouseman receives grain on deposit for the owner, to be mingled with other grain in a common receptacle from which sales are made, the warehouseman keeping constantly on hand grain of like kind and quality for the depositor, and ready on delivery to him on call, the contract is one of bailment and not of sale for the reason that "there is here no agreement to restore to the original owner the identical property nor to restore to him property of like quality, nor is there any agreement to restore to him the product of the property. The agreement is to yield property in exchange for property, and this is essentially a contract of the sale. Woodward et al. v. Seman et al., 125 Ind. 330. (1890.)

Pneumatic Grain Unloader.

To do away with the wagon dump and the belt and bucket elevator is the object of the invention illustrated in the engraving upon the opposite page representing in its simplest form a suction grain elevator.

A vacuum box placed in the cupola of the elevator corresponds practically to the scale garner of the ordinary elevator, since the elevated grain is therein accumulated to be weighed or spouted to bin. The grain reaches the vacuum box thru a suction pipe which may be extended in any direction to the farthest point in the elevator building or its vicinity. The suction pipe terminates in a flexible tube which is poked into the corners of the wagon box cleaning up all the grain without any waste.

Moving swiftly in the direction of the arrows the grain is intercepted by the baffle-plate 1, and dropped to the bottom of the vacuum box, which is hopped to one side and closed by the gate, 2. The air continues its course to a suction fan which creates the exhaust.

The air suction has the effect of cleaning the grain and removing smut without additional cost. The inventor is W. C. Allen of Gurley, Ala.

A More Economical Unit of Measure.

BY G. Q. P.

This is the automatic age and grain men are in the van. Methods of constructing elevators and facilities for handling grain have been changed even in the last ten years to the extent of revolutionizing the trade. Discoverers of new appliances have only to demonstrate the practical labor-saving capacities of their inventions to command the laurels and wealth which are willingly offered as their reward. The business man is the practical man and it is economy, in the broadest sense of the term, which dictates the reception or the permanence of any of the mechanisms of commerce.

The universal adoption of 100 pounds, or the cental, instead of the bushel as the standard in all transactions in cereals and kindred products is a step which is not only vindicated, but is demanded, by this same policy of economy. Have you ever stopped to realize the waste of energy in which our present system involves us? Contemplate for a moment the convenience which would result from a system by which grain would be computed in terms of hundred pounds, or centals. On a purchase of a load of corn of 3000 pounds at 42c per bu., under our present system the following calculation would be necessary:

56	1	3000	1	53.57
280				53.57
200				.42
188				
320			10714	
280			2142.8	
400				22.50
392				
8				

With the equivalent under the 100 pound system, the price would be 75c per 100 pounds and the following simple calculation would constitute the entire process:

30.00
.75
150
210
22.50

Go into the average grain dealer's office today and you will find a section of the wall or desk a literal plaster of grain tables,—tables to transform wagon-loads into bushels, car-loads into bushels, freight rate tables to transform rate per 100 lbs. into rate per bushel, and if the dealer is out of range of these labor-saving devices and wishes to compute totals, margins or profits he is plunged into a mental tussle with fractions, division, multiplication, addition, finally emerging with the result

harassed with doubts as to the accuracy of his calculations.

The cumbersomeness of the system is particularly obvious in the instance of an effort to determine which is the more profitable, consigning or track-selling. Is a track-sale of oats at 30c a better sale than a consignment at 32½c when the rate is 7c per hundred pounds and commissions ½c per bu.?

The computation in its complexity offers such possibilities for errors as to be a serious hindrance to clear-cut thinking and the most intelligent conduct of business. How much easier would it be if the amount, the price, the rate, and the commission were computed with a single standard as the basis.

In primeval civilization the medium of exchange was the stone jar, the wicker basket, and that sized article best fashioned to the carrying convenience of the individual became the standard of exchange. The bushel as the standard arose in this manner; but in this era of commerce transactions in cereals are never made except by methods entirely foreign to primeval days. The day of the actual handling of grain by the bushel has long ago become a matter of commercial history.

From the first delivery by the farmer, to its distribution in diversified manufactured forms to the consumer, the grain passes under the decision of the scale-beam in the determination of its quantity and 100 pounds is the natural unit with the scale as the measure. Why should we still retain a system of prices based on an obsolete standard and subject ourselves to the needless energy of complex calculations?

The fine adjustments of values which we maintain in our present system of fractions of eighth and quarter cents per bushel could give way to an even finer adjustment of tenths. A bid of 60½ cents would be expressed \$.605 and the range to 61c be expressed decimal .606, .607, etc., and thus conform more closely to our already established decimal system in money.

Railways have already accepted 100 pounds as the unit and all freight rates are quoted on this basis. Manufactured products of cereals, flour, bran, and chopped feed are sold with the cental as the basis of transaction.

A nicer comparison of values of different cereals would result if 100 lbs. were the standard. Are oats at 32c per bu. a better investment than corn at 42c per bu? Are oats at \$1.00 per 100 lbs. a better investment than corn at 75c per 100 lbs? The better comparison is obvious.

A serious inconvenience licensed under the present system which would be eliminated if the cental were made the unit of

measure is the fact that different states recognize different standards of bushels. The barley bushel in Illinois is 48 lbs.; in Kentucky, 47 lbs.; in Oregon, 46 lbs.; in Louisiana, 32 lbs. The oats bushel in Illinois is 32 lbs.; in Maryland, 26 lbs.; in New Jersey, 30 lbs.; in Oregon, 36 lbs.; and so on with other grains. The standard might easily be made uniform if based on weight.

Unlike introductions of a great many labor-saving devices, no sacrifice, no inconvenience need be involved by the users of the present system should the cental be adopted.

It is not strange that under the rigid test of economy some of the mechanical devices offered for the betterment of commerce fail utterly in their enfranchisement, or that an over-ardent and encouraging attitude has led to the adoption of impractical methods and appliances with disastrous results leading to a reactionary skepticism towards any reform. It is one of the safeguards of progress that it should be thus. But the adoption of the cental conforms so unquestionably to consistency with economy and convenience that it is a bit surprising that in this automatic atmosphere the business men have not been eager to give it a trial.

In case of trouble with the gasoline engine always look at the ignition system first.

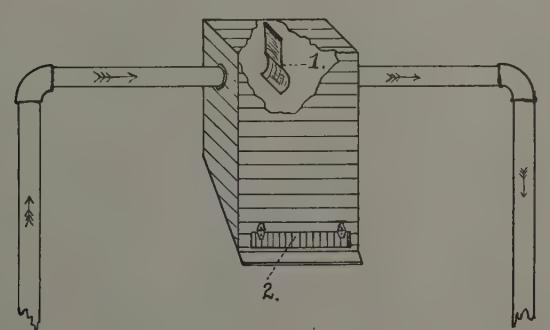
Kiln dried seed corn gave 16 bus. more per acre than ordinary air dried seed of the same variety grown in the same place, at one of the U. S. experiment farms. Ten acres were planted with alternate rows of air dried and kiln dried seed.

The first reference made in scientific literature to rice oil occurs in a report made by Smetham, in 1893, upon an oil obtained by pressure from Rangoon rice meal. The oil of rice is nearly all contained in the bran layers and germ, making up 20 per cent of the latter.

Manufacture of paper from flax straw is being experimented with by the Canadian government. By agreement with the Manitoba Dept. of Agri. a farmer near Gretna, Man., is shipping 2 tons of flax straw to the Canada Research Laboratories, Toronto, for experiments in the manufacture of binder twine; and smaller lots are being sent to a paper mill at Toronto for experiments in the manufacture of paper.

Farmers along the line of the Toledo, Bowling Green & Southern Traction Co. will be enabled to load grain into cars for shipment, since the company has begun building spurs to the different farms, and will deliver the grain to the warehouses of the consignees in the cities. Besides enabling the grower to ship when the roads are in bad condition this departure will introduce new competition for the local grain dealers in northwestern Ohio.

It is not so much the absolute size of the crop, be it large or small, which determines the price at which it sells, but rather the disposition of the holder, a condition which is of course modified by many considerations. For instance, it will be recalled how in former years, between 1883 and 1896, prices persistently declined in spite of the occasional failure of important crops or even of a serious decline in the aggregate production of the world, the fact being that the general attitude of the holder of wheat, occasioned by more or less occult factors, was such as to conduct to the marketing of wheat.—Liverpool Corn Trade News.



Vacuum Box of Pneumatic Grain Unloader. (See facing page.)

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The hay warehouse of the E. L. Rogers Grain Co. burned Dec. 20, with 200 tons of hay. The fire is supposed to have been of incendiary origin, as there was no fire or electric wires in the building. Loss on hay, \$1,000; insurance, \$600. The company did not own the house.

CALIFORNIA.

Visalia, Cal.—Richard Hastings, who succeeded C. B. Simmons about a year ago as agt. and mgr. for G. W. McNear, of San Francisco, has left for parts unknown. On examination of the books it was found that his defalcations will amount to not less than \$10,000, which he is understood to have invested with money of his own in a large wheat farm, which proved a failure. The company on Dec. 18 filed an attachment suit on property in which Hastings is interested, valued at \$10,000.

CANADA.

Carberry, Man.—A. J. Cummings, grain broker, has closed his Carberry branch office.

New Manitoba Cipher Code for sale, price \$1.50. Address Grain Dealers Journal, Chicago.

Aberdeen, Sask.—The eltr. for the Donald Morrison Co. has been completed. The Northern Eltr. Co. will build another eltr.

Edmonton, Alta.—The rate on grain has been reduced from 28 to 25 cents per 100 pounds from Edmonton to Port Arthur.

Ft. William, Ont.—The Empire Eltr. Co. will build another eltr. or erect an addition to its present house. The Ogilvie Milling Co. will enlarge its eltr.

Winnipeg, Man.—A seed grain special train leaving Jan. 8 will make a 2-months' tour of the west visiting about 300 stations on the Canadian Pacific and Canadian Northern.

Lang, Sask.—The Lang Farmers Eltr. Co. has been organized and is building a 40,000-bu. eltr. The International Eltr., which collapsed some time ago has been rebuilt and is now ready for business.

Winnipeg, Man.—Officials of the Canadian Pacific held a conference here Jan 5 to discuss the handling of the grain crop during the past 3 months, and to arrive at means of improving methods for next season.

Ottawa, Ont.—Car service rules have been approved by the Railway Commission giving 48 hours for the loading or unloading of cars, after which demurrage charges will accrue. Later the Commission will consider the question of requiring the railroads to pay damages for delay in the supply of cars.

Calgary, Alta.—The grain inspected at Calgary during the 3 months prior to Jan. 1 amounted to 140 cars of winter wheat, 95 cars of spring wheat, 306 cars of oats, 55 cars of barley and 5 cars of rye. This includes only Calgary and western ship-

ments as eastern consignments are inspected at Winnipeg or Port Arthur.

Winnipeg, Man.—The Van Dusen-Harrington Co. has gone into the cash grain business exclusively, has given up its private Minneapolis wire and removed to another office. Piper, Johnson & Co., grain commission, have moved into the offices vacated by the Van Dusen-Harrington Co. A. J. Cummings will, after Jan. 15, occupy the offices now occupied by Parrish & Lindsay.

Toronto, Ont.—Chief Justice Falconbridge on Jan. 5 began the hearing of the suit of the Northern Eltr. Co., of Winnipeg, Man., against the Lake Huron & Manitoba Milling Co., of Goderich, Ont., to recover \$10,000 damages and costs under a contract for the sale of 95,000 bus. of wheat executed in 1903. The eltr. company alleges that 10,000 bus was shipped to defendants as warehousemen and that they wrongfully converted the 10,000 bus. to their own use.

WINNIPEG LETTER.

Toronto, Ont.—The Brown Milling Co. will erect another eltr. at a cost of \$15,000.

Toronto, Ont.—Moses Hunter will erect a grain eltr. 80 ft. high and 30x36 ft. Cost \$5,000.

Calgary, Alta.—The Alberta Pacific Grain Co. will erect an eltr. at Bawlf, Alta., which will have a capacity of 50,000 bus.

Port Arthur, Ont.—The C. N. Ry. Co. will increase its eltr. capacity here. The arrangements are being made by Hugh Sutherland, of Winnipeg.

Vancouver, B. C.—The Calgary Milling Co., of Calgary, Alta., will build another eltr. here. The eltr. for the Hall Eltr. Co. has been about completed.

Goderich, Ont.—The C. P. Ry. will build eltrs. here as soon as its branch from Guelph is completed. The Western Canada Flour Mills Co. will increase its eltr. capacity here by 500,000 bus.—R. F. R.

CHICAGO.

The Northwestern Hay & Grain Co. has increased its capital stock from \$15,000 to \$20,000.

The annual dues of the Board of Trade have been placed at \$50, the same as for several years past.

R. T. Sylvester, formerly with Walter Comstock, will have charge of the New Orleans office of Ware & Leland.

W. M. Christie has accepted a position with J. H. Dole & Co., and will represent them in Iowa and Eastern Illinois.

H. B. Smith, who disappeared suddenly about a year ago after accumulating numerous debts, has asked for reinstatement.

Lindman & Co. have succeeded J. J. Lindman & Bro. The new company is composed of J. J. Lindman and Jacob Schreiner.

Edmund W. Syer, who has been representing Furness, Hately & Co. on the floor for some time, has accepted a simi-

lar position with A. J. Slaughter, Jr. & Co.

Bartlett, Frazier & Carrington have given notice that they will accept no more orders in puts and calls for execution at Milwaukee.

Among the applicants for the vacant position of chairman of the market reports committee are W. H. Beebe and H. C. Avery.

A membership in the Board of Trade was purchased by the directors Jan. 3 at \$3,000, making 5 bot so far under the retirement plan.

The directors of the Board of Trade recently adopted resolutions indorsing the Lodge bill for the reorganization of the consular service.

Ira S. Younglove, a former grain broker and member of the Board of Trade for about 40 years, died Dec. 29 at Ypsilanti, Mich.

Rule 3 of the bid and offer crowd, imitates as closely as possible a straight trade in wheat, and is published elsewhere in the Journal.

John C. Whitmarsh, a well known grain merchant and member of the Board of Trade for many years, died suddenly Dec. 23 of pneumonia, aged 67 years.

One of the lifts in the Board of Trade bldg. fell 20 ft. recently. The passengers crawled out at the third floor where the car was stopped by the safety clutch.

Geo. A. Brine, a member of the Board of Trade since 1862 and formerly active in the grain and provision trade, died of heart disease Jan. 4, aged 66 years.

Lasier & Hooper Co. incorporated, \$100,000 capital stock, to do a produce commission business. Incorporators, David S. Lasier, Jas. K. Hooper and Ervin A. Rice.

If the brokers who want the commission rate doubled to pay expenses would advertise judiciously to get new customers their complaints of poor business would cease.

E. H. Prince has obtained a favorable decision from the federal court on his contention that claims made by creditors in the state courts were wiped out by the bankruptcy proceedings.

Too bad about that man who tried to corner Dec. corn. He paid a big price for the trial, but as not one of the newspapers has announced his name he has secured no free advertising.

The new rule doing away with Saturday afternoon deliveries has been defined by the directors of the Board of Trade as excepting the last business day of the month when it falls on Saturday.

Jas. W. McCulloch, who has had charge for several years of the export department of Bartlett, Frasier & Carrington, has been appointed to succeed A. H. Far-num as floor mgr. for the company.

Western lines have advised Manager Boyd of the Board of Trade Transportation Dept. that the advanced rates on grain from Iowa points to Chicago become effective Jan. 10 instead of Jan. 1.

Chief Grain Inspector W. S. Cowen has given notice that the hearing on the proposed new rules of grading will be given by the state railroad and warehouse commissioners Jan. 25 in the Board of Trade bldg.

Freeman Bros. & Co. have succeeded H. H. Freeman & Co., M. M. Freeman, the original founder of the business, after 5 years' retirement having re-entered the

partnership. Business will be conducted as heretofore.

Representatives of Bartlett, Frazier & Carrington appeared Dec. 26 in court to prosecute the former employees of the company who conspired last summer to rob the company of \$1,700. The case was continued until the new year.

Finley Barrell has been persuaded to withdraw his resignation as a director of the Board of Trade and will serve the remaining 2 years of his term. His reason for resigning was to have more time for his private business affairs.

After investigating the affairs of the defunct firm of Fife, Manson & Co. the insolvency committee of the Board of Trade has made charges of overtrading against L. H. Manson and L. Ross Fife, and they will be tried before the directors Jan. 30.

Albert H. Farnum, a member of the Board of Trade for 19 years, died suddenly Jan. 1, after only a week's illness from pneumonia. Mr. Farnum was 57 years of age and for the past 6 years had been connected with Bartlett, Frazier & Carrington.

Pres. W. S. Jackson, Geo. W. Patten and Henry Ellsworth were recently appointed a committee from the Board of Trade, to co-operate with the Manufacturers Ass'n, to work against the new rule of the bankers charging exchange on out-of-town checks.

Wellington B. Forsyth, a member of the Board of Trade for 25 years and engaged in the grain commission business, died Dec. 25 at St. Luke's hospital from injuries received Dec. 23 when he was pushed in front of an I. C. suburban train while waiting for his train to go to his home. Mr. Forsyth was 47 years of age.

Gardner & Paddleford is the name of a new grain commission firm which will begin business Feb. 1. Mr. Paddleford is one of the most popular young members of the Board of Trade and Mr. Gardner has for years been a leader in the grain trade of St. Louis. Jacob Schreiner, Jr., will represent the new firm in the wheat pit.

Chicago bankers, not satisfied with earnings of 17 to 65 per cent annually on their capital stock, which sells at a premium of \$100 to \$700 per share, have combined to increase the charges for the collection of out-of-town checks 4 to 6 fold. The Illinois Manufacturers Ass'n has decided to bring suit against the combination under the anti-trust law.

J. W. McCabe, for many years with W. F. Johnson & Co., has severed his connection with them and will henceforth represent J. H. Dole & Co., one of the oldest receiving and commission houses connected with the Board of Trade, having been continuously engaged in this business since 1852. Mr. McCabe will travel in Minnesota, Wisconsin and So. Dakota.

The corpse of the December corn deal, amounting to 2,750,000 bus., was on Jan. 5 transferred by the unlucky manipulators to the Armour Grain Co., Bartlett, Frazier & Carrington, J. C. Shaffer, the Harris, Scotten Co., and the J. Rosenbaum Grain Co. At the price, about 3/4 cents under May, the loss is \$225,000; but the holders took May corn in exchange and hope to recoup themselves.

Cash grain dealers have enjoyed a good year, the number of cars inspected having increased from 164,434 to 196,625, and

the total quantity of grain and flour from 265,000,000 bus. in 1904 to 296,000,000 bus. received in 1905. Option traders were not so fortunate. Their loss of business is indicated by the Board of Trade clearings, which fell from \$99,000,000 in 1904 to \$56,700,000 in 1905.

On Jan. 8 circulars which had been deposited in the Chicago postoffice nearly month before were returned to senders for additional directions. The change of quarters and postmasters together with the Christmas rush seems to have crippled the mail service so badly that some municipal ownership agitators, who never tire of praising this arm of the government's service are cruelly deprived of Christmas presents delayed thru inefficiency.

Mark Bates and Harry Woods have issued a signed statement that "More or less has been said concerning criminal prosecution on account of 'bids' and 'offers,' and we wish to say that if there has been any wrong committed on account of this line of business, then we feel that we are the original wrongdoers, and therefore say that if any indictments are to be preferred we are the ones to be held amenable and are ready to defend our action."

The annual New Year's entertainment given by the members of the Board of Trade on the afternoon of Dec. 30 was highly appreciated by the crowd that filled the visitors' room. About 1,000 tickets were sold, the proceeds going to charity. Hits were scored on several well known members. Among the songs were "An Option on Fun," "A Few Straight Tips," "A Late Report from Santa Claus," the program closing with a funny sketch entitled "The Market Closes Strong."

Traders in bids and offers have organized the Merchants Ass'n of the Board of Trade, with Mark Bates pres.; Robert Lindblom, vice pres.; Harry Woods, secy., and E. P. McKenna, treas. Rules have been adopted to make the transactions lawful, in accordance with the opinions of certain attorneys. Only members of the Board of Trade are eligible to membership. The membership fee is \$25 and the monthly dues \$2.50. Quarters have been rented in La Salle street, opposite the Board of Trade. The formation of the Ass'n was hastened by the action of the directors of the Board of Trade in closing the smoking room to the privilege traders Dec. 27.

A petition signed by the necessary 100 members was presented to the directors of the Board of Trade Jan. 2 asking for an amendment to the rules to charge $\frac{1}{4}$ c commission on grain futures; to members who do their own trading but do not clear, 50c per 1,000 bus.; all trades to pay a brokerage of 10c per 1,000 bus. It is said many scalpers will be put out of business at 50c per thousand for clearing trades. Customers who are in and out of the market several times a week also would suffer. One of the best arguments in favor of the advance is that the profit will enable firms to employ solicitors and pay them well. Brokers in other markets also would have an inducement to send business to Chicago.

Officials of Western roads gave further consideration Jan. 5 to the appeal of Chicago shippers that they be granted transit privileges at Chicago on corn from the Missouri River. Corn from Missouri river territory can be shipped from St. Louis to New York at \$15 a car less

than via Chicago. Eastern roads demand 60 per cent of the through rate and the western roads contend that this is more than the regular local rate from Chicago. The latter are willing to compromise on an equal division of the through rate, but the eastern lines will not take anything less than local rates from Chicago to New York and also refuse to absorb any share of the shrinkage in rate necessary to put Chicago shippers on the same footing with those of St. Louis.

Waite, Thorburn & Co. have compromised nearly all their outstanding deals in oats for the July, 1902, delivery. Their settlement, recently, with Bartlett, Frazier & Carrington was at 42c for old style and 57 $\frac{1}{4}$ c for new style contracts. The official settling price of the Board of Trade was 64c, while that set in Judge Chytraus' discredited decision was 42c. A. Duncan Pacaud, who pushed the suit involving the validity of the Board's corner rule to a successful conclusion, is holding out for his just rights as fixed by the Board of Trade. When approached by Thorburn Mr. Pacaud demanded 64c and would make no compromise. Waite and Thorburn on Jan. 3 applied to court for an order restraining Mr. Pacaud from obtaining the margin certificate held by the Bank of Montreal. A hearing on this suit will be given about Jan. 23.

At the annual election Jan. 8 Walter Fitch was elected pres. by a vote of 591 to 547 for John B. Adams. The largest vote cast for any candidate was for Jos. P Griffin for director, who received 815. The other successful candidates for director were James Pettit 610 votes; John J. Stream 607; James E. Bennett 586; and Henry Zeiss 554. The new members of the appeals committee are Frank M. Bunch, John M. Schaack, William G. Husband, Frederick H. Babcock, Benjamin R. Brown. William Carl Gibhardt was elected member of the committee of appeals for the term of one year to fill the vacancy caused by the resignation of Louis G. Squire. New members of the arbitration committee J. C. Wood, Frank B. Rice, George A. Wagener, Charles P. Randall, Frank G. Ely. Great interest was taken in the election. For several hours of the balloting Mr. Adams was in the lead, having strong support from those most active in the trade, but later in the day bankers and merchants who are seldom seen on the floor added their ballots to the Fitch total. Both candidates are in favor of trading in privileges if it can be done legally.

After making a bold spurt from 50 to 54 cents Dec. 29 the deal in December corn ended in a fizzle Dec. 30. Old December opened Dec. 30 at 49 to 49 $\frac{1}{2}$ and sold down to a close at the bottom, 42, 8c under the close of the day before. Trade was in small lots with quotations far apart. Earlier in the month when old went to a premium of 5c over new style it was demonstrated that the manipulators of the deal could not force the market higher without buying enormous quantities of No. 3 corn, which they did not want, even at the penalty of 5c. With driers working overtime turning out contract and No. 3 corn the bulls found discretion the better part of valor. As usual when a deal is on, the grain inspection department came in for sharp criticism, the bulls claiming the inspectors were too lax and the shorts that the grading was too severe. Since damp corn is likely to get out of condition these complaints were very difficult to sift. An

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example is C. & E. I. car No. 60698, which was first inspected No. 2 and a few days later called no grade. On arrival at the eltr. Dec. 29 the corn was found to be hot. The collapse of the deal enabled the directors of the Board of Trade to announce the settling price of both old and new style contracts at the same figure, 46½.

IDAHO.

Genesee, Id.—The Vollmer-Clearwater Co., of Lewiston, intends building 2 or 3 grain warehouses here in time to handle the next grain crop. The company expects to buy wheat extensively in the Palouse country in the future.

ILLINOIS.

Fairbury, Ill.—O. O. Dillon will add more bin storeroom to his eltr.

Quincy, Ill.—Albert Dick anticipates retiring soon from the grain business.

Monica, Ill.—The Monica Eltr. Co. has increased its capital stock from \$5,000 to \$10,000.

Lexington, Ill.—J. J. Kemp, of Towanda, contemplates building an eltr. here in the spring.

Galesburg, Ill.—The Knox Milling & Exchange Co. has bot out and succeeded C. A. Johnson.

Savanna, Ill.—The Atlas Grain Co. has installed a new Fairbanks Track Scale of large capacity.

Muncie, Ill.—B. B. Minor, of Indianapolis, Ind., has installed a Bowlus Automatic Scale in his eltr.

Anna, Ill.—The grain eltr. of the Union County Milling Co., of Jonesboro, burned Dec. 30. Loss, \$16,000; insurance, \$11,000.

Bloomington, Ill.—John W. Probasco, the local grain dealer, was married Dec. 27 to Miss Charlotte H. Leonard, of Rockford.

Whitaker (Peotone P. O.), Ill.—The 25,000-bu. eltr. for Taylor Bros., of Kankakee, built by the Burrell Eng. & Const. Co., has been completed.

Cardiff, Ill.—The Campus Grain Co. has let the contract for the erection of a 15,000-bu. eltr. at this point to the Burrell Engineering & Const. Co.

Manhattan, Ill.—The H. T. Truby Grain Co., of Joliet, has completed extensive coal sheds at Wilton Center on the I. I. & M. Ry. and will build an eltr. in the spring.

Mackinaw, Ill.—Viemont Bros. have succeeded Jacob Steiner & Son. Mr. Steiner, Sr., has retired from active business and the son will engage in other business.

Strasburg, Ill.—A. W. Young, successor to Gould Bros. & Young, has purchased the hay business of J. H. Wallace. He will build a large warehouse for storing baled hay.

Bloomington, Ill.—The regular annual meeting of the Bloomington division of the Illinois Grain Dealers Ass'n was held Jan. 5 at the office of the Hazenwinkle Grain Co.

St. Joseph, Ill.—The St. Joseph Grain Co. incorporated, \$7,000 capital stock, to handle grain and fuel. Incorporators, Chas. A. Peabody, Walter S. Roe and Matison F. Dunn.

Manlius, Ill.—The Manlius Grain & Coal Co. incorporated, \$5,000 capital stock, to deal in grain, coal, lumber and farm

products. Incorporators, F. B. May, Wm. Hartz and S. P. Kolp.

Chenoa, Ill.—Albert McCallister, a former well known grain dealer of Logan county, died here recently, aged 86 years. He had also served as postmaster at different points for 32 years.

Stockdale, Ill.—A contract has been let by the C. R. I. & P. Ry. for the erection of a 40,000-bu. eltr. to replace the one burned about three months ago, to the Burrell Eng. & Const. Co.

Arcola, Ill.—A novel contest is on among 15 farmers in this vicinity. A purse of \$750 has been raised for 3 prizes for the best results in a competitive contest in the growing of 20 acres of corn.

Peoria, Ill.—Geo. Brier, who has been with J. M. Quinn & Co. for the past 14 years, will soon open an office in the Chamber of Commerce building and engage in a general grain and commission business on his own account.

Genesee, Ill.—The eltr. of A. W. Weimer & Co. burned Dec. 24 with 3,000 bus. of oats, 500 bus. of corn, 300 bus. of rye and a quantity of hay. Loss, \$8,000; insurance, \$2,000 on building. The company intends rebuilding as soon as possible.

Urbana, Ill.—Beginning Jan. 22 and continuing two weeks the corn growers and stockmen will hold their annual convention at the college of agriculture. In connection with the convention a course of instruction in agriculture will be given free of charge.

Bloomington, Ill.—At a meeting of grain dealers here Jan. 6 the proposed changes in the rules governing the grading of grain at Chicago were discussed and a committee of one was appointed to attend the meeting of the Railroad and Warehouse Commission at Chicago Jan. 25.

Harmon, Ill.—Frank Hettinger, grain dealer of this place, is defendant in a suit brot by a farmer to recover the contract price of 800 bus. of oats which the farmer agreed to deliver by Aug. 15 at 26c. The farmer failed to deliver the grain until Aug. 17 and Mr. Hettinger refused to pay the contract price.

Bethany, Ill.—The 60,000-bu. eltr. of A. R. Scott & Co. is completed and in operation. It is only two months ago since the eltr. of which the present structure is an exact duplicate was destroyed by fire on the day of its completion, the Burrell Engineering & Construction Co. having built both houses from the same plans.

Springfield, Ill.—The 20 per cent reduction in freight rates in the first five classes became effective Jan. 2. The state railroad and warehouse commission has given the roads a further opportunity to present their claims with regard to the other classes, and in the meantime the old schedule will remain in force on classes 6 to 10.

Essex, Ill.—B. A. Burgess and Wm. Eversole have organized the firm of Burgess & Eversole and own and will operate both eltrs. here and will handle lumber, coal and implements in addition to their grain business. Mr. Burgess has purchased Mr. Forbes interest in the Big 4 Eltr. and Mr. Eversole has purchased a half interest in the Wabash Eltr. from Mr. Burgess.

Decatur, Ill.—W. E. Wallace & Co. have succeeded Postlewait & Co. in the grain brokerage business, taking possession Jan.

2. W. E. Walker, who with his father, Elijah Walker, has operated a line of eltrs. in Illinois, will manage the business. Geo. W. Walker, who has been with Postlewait & Co. during the past year and was formerly with H. I. Baldwin & Co., remains with the new firm.

Peoria, Ill.—A small Christmas tree was found on the desk of the secy. of the Board of Trade Dec. 23. It was laden with presents for different members. After suffering so long from the car shortage the members were agreeably surprised by a present of a train of many toy cars. Louis Mueller drew a little cart hitched to an ostrich, and bearing a card "If cars get scarce, use this." On the last day of the year promiscuous grain throwing was indulged in, even by the most sedate members.

Illinois grain shippers are invited to attend a meeting of the Illinois State Railroad and Warehouse Commissioners at 2:30 p. m., Jan. 25 in the Board of Trade bldg., Chicago, for the purpose of giving all parties interested an opportunity to be heard on the proposed new rules for the inspection of grain submitted by Chief Grain Inspector W. Scott Cowen. The proposed rules were published in full in the Grain Dealers Journal for Nov. 10, page 568. In justice to themselves shippers should not fail to make known their objections at this hearing.

INDIANA.

Go to the Indianapolis meeting Jan. 17 and 18.

Greenfield, Ind.—Wm. Pratt, a former grain dealer, died here Dec. 24 of consumption.

New Paris, Ind.—Wm. J. Charpie, the local grain dealer and eltr. owner, died suddenly Jan. 2 of heart failure.

Milton, Ind.—The eltrs. and mills of J. A. North & Son burned recently. Loss about \$20,000; insurance, \$10,000.

Sidney, Ind.—John Deaton, of Claypool, has purchased the eltr. of H. L. Combs and will soon take possession.

Goshen, Ind.—The Commercial Club gave a banquet Dec. 29 at which F. E. C. Hawks, its pres., served as toastmaster.

Peru, Ind.—Jackson A. Neal, who formerly operated the eltr. here under the firm name of J. A. Neal & Co., died Jan. 1 of brain trouble, aged 56 years.

Indianapolis, Ind.—It is almost impossible to get any cars to load. Eltrs. are full of grain and farmers anxious to haul, but no place for grain.—B. B. Minor.

Union Center, Ind.—Jos. Johannи has succeeded Meyer, Lambert & Johannи, having purchased the interest of his 2 partners, who have engaged in other business.

Rockport, Ind.—The Ray-Stephenson Co. incorporated, \$9,000 capital stock, to do a grain and eltr. business. Incorporators, Jefferson and Clarence Ray and John T. Stevenson.

North Manchester, Ind.—Naber & Naber have purchased the Vandalia Eltrs. at Liberty Mills and North Manchester and the grain business of L. J. Noftzger and Stewart & Noftzger.

A very successful trip over the Lake Erie & Western road was made by the corn special train, great interest having been awakened among the 10,000 farmers who visited the train in the 15 counties thru which it passed. Professor G. L.

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Christie of Purdue University, was chief lecturer.

All regular dealers are welcome at the annual meeting of the Indiana Grain Dealers Ass'n, Indianapolis, Ind., Jan. 17 and 18, the full program of which was published in this column Dec. 25.

Idaville, Ind.—A fire occurred in the office of G. W. Friday recently. Holes had burned in the floor and wall before the fire was discovered and put out. The blaze was caused by an overheated stove.

Anderson, Ind.—The grain dealers of eastern Indiana held their monthly meeting at the Doxey hotel Dec 28. Among the topics discussed was the condition of corn, many dealers having suffered loss by buying it too green.

Montmorenci, Ind.—Edw. Taylor has secured full control of the Taylor Grain Co., having purchased the interest of the other members of the firm. He has completed the remodeling of his plant and now has 60,000 bus. capacity and can handle 8,000 bus. per day.

Clifford, Ind.—Julian P. Norton was severely injured recently by having his head caught between a wagon he was trying to chock and a post. One ear was almost torn from his head and the other was smashed and it was considered wonderful that his head was not crushed.

Hilliard, Ind.—The farmers are organizing a company to build a co-operative eltr. and expect to have the house completed in time to handle the next oat crop. Eltrs. are located from $2\frac{1}{2}$ or 3 miles on either side of the proposed plant and its construction is hardly justified.

Lafayette, Ind.—Those wishing to attend the fourth-annual corn school of the Purdue University, Jan. 8 to 13, will be sent program and special rate certificate on application to Professor W. C. Latta of Lafayette. A very large number of premiums of value to corn growers are offered.

Indianapolis, Ind.—The 10,000-bu. eltr. for the Vawter Grain Co. has been about completed. It will be used to care for the local grain stocks of the company and some shipping will be done. The capital of the firm has been increased by D. P. Hopkins, of Home City, O., who is now associated with Mr. Vawter.

Indianapolis, Ind.—One of the richest products of the calendar makers this season is sent out by a man who is still tramping for business. He does not claim to be a prestidigitator but those who have attended the meetings of the Indiana Ass'n know that he is well versed in legerdemain. However, we wish to inform our readers that the picture adorning the calendar is not a good likeness of Bert A. Boyd.

Remarkable as it may seem, the conference of shippers and freight traffic officials of the state, which was called by the Railroad Commission for Dec. 15th to discuss the interchange of switching was attended by less than a half-dozen shippers, and the only shipper who had the nerve to present a complaint was C. S. Bash of Ft. Wayne. The railroads were well represented. They took advantage of the absence of shippers and specific complaints to avoid going on record as regards the interchange of switching. However, they did offer to consider any specific complaint which might be presented. They did not consider it feasible to promulgate general rules regulating the interchange of switching. Each case will of course require the consideration of

many different factors and without a number of cases to consider it would be almost impossible to attempt the making of general rules, hence it is not surprising that those who did attend the conference virtually wasted their time in an effort to help shippers who evidently feared to attend. The Commission must have been placed in a somewhat embarrassing position. If shippers willfully neglect their own interests to the extent of staying away from hearings called in their behalf then they have no complaint to make against the Railroad Commission. No shipper who has a real cause for an honest complaint should hesitate to make it. The railroads will often recognize the force of their argument and willingly make a needed change without an order from the Railroad Commission. The shippers of the state need more backbone in their dealings with the railroads.

Indianapolis, Ind.—E. W. Bassett, in a review of the year just closed, refers to the fact that throughout Indiana, especially the northern and eastern parts, and also throughout Ohio, the quality of the corn, instead of being first-class, as we had every reason to believe it would be, has been quite the contrary. It has continued soft and immature in this particular section from the time it was first handled in October until the present day, and when shelled and placed in the car and contained there a very few days has resulted in souring, heating, discoloring and musting. Farmers and country dealers apparently could not believe the poor quality of the corn which they were handling, and placed many cars in transit to distant markets only to find on arrival that they were in such damaged condition that they would bring scarcely 50 per cent of the anticipated value, and the loss to country dealers in the sections where this condition prevails can not be otherwise than serious and almost beyond recovery. Mr. Bassett says that clipped oats have been bought ravenously by the various European market centers. In fact, the quantity which they have bought has only been limited by the car supply, and the figures which we might have reached in this line of trade had the transportation facilities been available can only be conjectured. This enormous buying for actual consumption has of course caused the price to appreciate from the low point well under 25 cents to a price ranging from 32 to 34 cents for the Chicago May option, with the same approximate price prevailing for cash oats throughout the country.

INDIANAPOLIS LETTER.

Grain shippers in Evansville, Ind., say that the scarcity of freight cars is crippling the city's trade in the Southern States, whence much of the grain from that city is shipped. The same conditions prevail elsewhere along the Ohio River, at Henderson, Uniontown, and Paducah.

During 1905 the Indianapolis Board of Trade has shown big strides in the growth of the city's industrial interests, and has taken an active interest in every move for the city's betterment in addition to looking after the agricultural trade that passes thru. Although the grain business of the year has been fairly good, it has suffered similarly to all other points on account of the fact that the railroads have not been able to transport grain to the principal points. The record of inspections at this point of all kinds of grain for 1905 shows a loss over that of 1904—C. P.

IOWA.

Hudson, Ia.—The Hudson Lumber Co. will build an eltr. next summer

Anderson, Ia.—The eltr. for T. W. Hutchinson has been completed.

Botna, Ia.—The Doud Milling Co. has installed new scales in its eltr.

Ryan, Ia.—John Berne, an Independence capitalist, is considering the erection of an eltr. here.

Kensett, Ia.—Theodore S. Baken, who was mgr. of the Farmers Mutual Co., is out of the grain business.

Garden City, Ia.—About 1-3 of the crop is marketed and half of the oat crop—Peter Eide, agt. Diamond Grain Co.

Garden City, Ia.—Leonard Hendrickson, a farmer, is to succeed Will Finch as mgr. of the Farmers Eltr. Co. Mr. Finch has resigned.

Des Moines, Ia.—Reports by the railroads to the state railroad commission show that the number of cars in use in Iowa increased only 4,000 last year, the total being 288,133.

Des Moines, Ia.—The Iowa Good Roads Ass'n will hold its annual meeting here Feb. 7 and 8, the arrangements being in charge of the Commercial Club. The use of the King drag will be promoted.

Ft. Madison, Ia.—C. A. Johnson, formerly in the grain business at Galesburg, Ill., has accepted a position with the Harris, Scotten Co. to look after all engines and machinery in its line of eltrs. in Iowa, Illinois and Missouri.

Imogene, Ia.—Will McCargill has purchased the eltr. recently completed by John Gilmore and took possession Dec. 16. Mr. Gilmore will take charge of his farm for the present but contemplates removing to Walla Walla, Wash.

Iowa shippers are requested to present their views on the proposed new rules of inspection at Chicago at a hearing to be held Jan. 25 at 2:30 p. m. in the Board of Trade bldg., Chicago, by the Illinois Railroad and Warehouse Commissioners.

Pierson, Ia.—Explaining the overrun of 1,200 bus. on grain bot from farmers the Farmers Eltr. Co. says "Oats have always been bot here at 33 pounds per bu., so when we bid on a load or more we make a price per so many pounds, mostly 33. Of course we sell them at 32 pounds."

Grundy Center, Ia.—C. L. Kinney, a lumber dealer, has leased the eltr. of the late T. D. Froning for 3 years, from Jan. 1, and will operate it in connection with his lumber business. Mrs. L. Froning, widow of Mr. Froning, recently purchased the plant for \$5,000, under order of the court.

Lime Spring, Ia.—The eltr. formerly owned and operated by D. A. Frisbie burned Dec. 25 with a hay warehouse of the Hunting Eltr. Co. The eltr. was owned by F. M. Clark, a banker, who purchased it at a sheriff's sale Dec. 20. Loss, \$5,000; partly insured. No grain was stored in either building.

Aredale, Ia.—The Farmers Co-operative Society held a well attended meeting here last Tuesday and seemed overjoyed by the report of Manager Schuler, altho he failed to make public financial statement of the company's affairs. Much grain and coal has been handled, but it is not possible to tell whether the company suffered a loss or made a gain. R. L. Miller was elected president, O. L. Minert, secy. and

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John Kyle, treas. The old board of directors were re-elected.

Parkersburg, Ia.—Kitzmiller & Schultz has succeeded Kitzmiller & Foote, Herman Schultz having purchased the interest of J. A. Foote. Mr. Schultz was formerly agt. for the Nye-Schneider-Fowler Co. at this station. Mr. Foote has been in the grain business for 28 years. The new firm expects to install a gasoline engine to take the place of steam power.

KANSAS.

Wichita, Kan.—The eltr. for the Robb-Bort Grain Co. has been about completed. Clay Center, Kan.—F. L. Williamson & Co. are building an eltr. R. V. Roach will have charge of the house.

Abilene, Kan.—M. E. Boyd, of Elmo, has purchased and taken possession of the eltr. of the Rock Island Grain Co.

Downs, Kan.—Roy McMillan, who recently sold his eltr. at Harlan, still continues in the grain business at this point.

Pratt, Kas.—Reduced freight rates is the demand of the Pratt Farmers Club recently organized with D. W. Blaine as pres.

Muscotah, Kan.—L. Cortelyou recently loaded the biggest car of corn shipped from this place. The car contained 109,000 pounds.

Topeka, Kan.—The railroads will appeal to the courts, it is said, to avoid reducing rates 5 per cent on Jan 15, as ordered by the state railroad commission.

Everest, Kan.—C. E. Sheldon has completed his new residence, repaired his eltr. and installed a 25-h. p. Fairbanks-Morse Gas Engine. He has also removed the old mill.

Robinson, Kan.—J. W. Anderson, who had charge for S. B. Samuelson & Co. at Hiawatha, will manage the eltr. here, which the company has secured in trade for its eltr. at Hiawatha.

McPherson, Kan.—In the suit of D. A. Hedges against the Kansas Grain Co., for damages sustained in an accident, the jury recently disagreed, and the attempt to hold agent F. P. Hawthorne responsible also failed.

Clay Center, Kan.—The farmers have organized an eltr. company and propose buying the new 50,000-bu. eltr. of Geo. Hanna, which has just been completed. W. W. Smith, John Marshall, Henry A. Blane, and others, are interested.

Hiawatha, Kan.—P. M. Kelley has removed to Hiawatha from Robinson and has taken charge of the eltr. he recently secured from S. B. Samuelson & Co. Fred Baker who was formerly connected with him in the grain business at Robinson has retired from the grain business.

Iola, Kan.—S. D. Ray, wholesale and retail flour and feed dealer, will build an eltr. next spring and engage in the grain business. The building will be 50 x 60 ft. and 40 ft high. It will be equipped with wagon and hopper scales and corn sheller. The nearest eltr. at present is at Chanute.

Elwood, Kan.—Wm. Nash, of Chicago, and W. H. Ferguson, of Lincoln, Neb., have about closed arrangements for operating the Harroun Eltr., the house to be ready for business some time between Jan. 20 and Feb. 1. The eltr. has capacity for 500,000 bus.; and \$30,000 has recently been expended on it for new machinery and the addition made necessary by the

wind storm last spring which blew off the tupola.

Cherokee, Kan.—The Star Eltr. was entered recently and everything made of brass was removed and carried away. It is supposed that the work was done by tramps and a reward of \$50 has been offered for the arrest of the thieves. C. A. Howe, a member of the firm, estimates that the value of the brass stolen was \$50.

Dodge City, Kan.—Martin Bros. have purchased a site and will build an eltr. The old planing mill which is located on the site will be used as a storage room. They are looking into the cost of steel tanks before making plans for the eltr. A 15-h. p. gasoline engine will be installed and a feed mill run in connection with the eltr.

PROGRAM KANSAS DEALERS MEETING.

The annual meeting of the Kansas Grain Dealers Ass'n will be held at Kansas City, Mo. A rate of one fare plus \$1 on the certificate plan has been granted by all roads from all points in the states of Kansas, Iowa, Missouri and Nebraska. The headquarters and meeting hall will be at the Midland hotel. Admission cards secured from the secy. must be presented at the door for Thursday afternoon session. All regular dealers are requested to attend. The program follows:

THURSDAY MORNING, JANUARY 18.

Directors will meet in committee room, 10 a. m. to dispose of complaints and current business.

THURSDAY AFTERNOON, JANUARY 18.

Address by Pres. L. Cortelyou, Muscotah.

What is a Reasonable Length of Time for Reinspection, Hon. J. W. Radford, Chief Grain Inspector, Kansas City, Mo.

Who Should be Responsible for Loss Occasioned by Delay, After First Inspection, Before Reaching Destination, F. P. Lint, Atchison, Kan.

How to Reduce Shortage on Out-Turn Weights, R. B. Miller, Kansas City, Mo.

General Discussion.

Appointment of Committees.

FRIDAY MORNING, 9:30 A.M., JANUARY 19.

Association Work, Hon. M. P. Dunlap, Pres. National Ass'n, O'Fallon, Mo.

Suggestions for the Improvement of Grain Car Equipment, J. G. Goodwin, Board of Trade Weightmaster, Kansas City, Mo.

Advantage to our Members of an Association Emblem, E. I. King, Logan.

Coercion the Very Last Resort Among Grainmen, Diplomacy in Front, F. B. Bonebrake, Osage City, Kan.

Foundations of Success as a Grainman, T. L. Hoffman, Enterprise, Kan.
Freight Rates, J. C. Robb, Wichita, Kan.

Address by W. S. Washer, Atchison, Kan.

Admittance only on presentation of card.

FRIDAY AFTERNOON, JANUARY 19.

Secretary's Annual Report.

Relation of Receiver to Shipper, J. T. White, Ada, Kan.

Relation of Receiver to Shipper, Geo. Scoular, Superior, Neb.

Report of Arbitration Committee.

Report of Auditing Committee.

Report of Committee on Resolutions.

Election of officers.

New Business.

Unfinished Business.

All papers and addresses will be subject to discussion and each member is requested to come prepared to take part.

KENTUCKY.

Louisville, Ky.—The Central Hay & Grain Co., recently incorporated, has succeeded the Barton-Price Co.

Harrodsburg, Ky.—D. N. Cogar has let the contract for the erection of a 25,000-bu. eltr. to the Burrell Engineering & Const. Co.

Louisville, Ky.—The Kentucky Public Eltr. Co. has let the contract for the erection of a \$100,000 addition to its eltr., the annex to consist of 10 steel bins, which will increase the capacity of the plant to 1,000,000 bus., or double its present capacity. Ground has recently been purchased in the rear of the present plant and the improvements are expected to be completed some time in July.

LOUISIANA.

New Orleans, La.—The grain exports from New Orleans during Dec. were 140,000 bus. of wheat, 3,512,000 bus. of corn, 70,829 bus. of oats and 100,000 bus. of barley; compared with 1,420,595 bus. of corn, but no wheat, oats or barley, for Dec., 1904. Exports since Sept. 1 and prior to Jan. 1 have been 520,000 bus. of wheat, 4,252,538 bus. of corn, 581,878 bus. of oats and 240,000 bus. of barley; compared with 1,525,928 bus. of corn and 14,575 bus. of oats, but no wheat or barley, for the corresponding period of 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—The L. Grieneisen, Jr., Co. incorporated, \$50,000 capital stock, to buy, sell and deal in grain.

Hagerstown, Md.—Marshall Wilson has purchased a site near the Cumberland Valley freight depot and expects to build a large grain and feed warehouse in the spring.

Baltimore, Md.—The Chamber of Commerce will be represented at the annual meeting of the National Board of Trade by Douglas M. Wylie, Louis Muller and Chas. England.

Baltimore, Md.—It is said the Chamber of Commerce will request the Baltimore & Ohio R. R. to rebuild the burned eltr., since the present facilities are inadequate to handle the increased volume of grain passing thru this city for export.

Baltimore, Md.—J. M. Frisch & Co. have succeeded W. G. Bishop & Co. in the hay, grain, mill feed and seed commission business. Mr. Bishop has retired and the business is continued by J. M. Frisch and W. F. Macneal. Mr. Frisch has been a partner for 25 years in the old firm and Mr. Macneal had been with the firm for 18 years as chief clerk and salesman. The employees of the old firm have been retained.

Hagerstown, Md.—D. A. Stickell, prop. of the Anchor Mills, is having the plans drawn for a 26,000-bu. eltr. to be built in the spring and which will be operated in connection with the mills. It will be equipped with improved machinery. The plant of the Hagerstown Storage Co.

burned recently. Loss, \$17,500; insurance, about \$10,000. The plant will be rebuilt with larger capacity and new machinery will be required.

Baltimore, Md.—The largest trade in oats ever done by the port has been successfully accomplished and this was scarcely over when the movement of corn began so as to tax the facilities of the port and the energies and resources of the merchants to cope with it. As much as 750,000 bus. have been cleared to foreign ports in a single day, and 1,700,000 bus. have been shipped in a single week, as many as four large steamers being under the eltrs. on one side of the harbor at the same time. The erection of a large drier on the B. & O. side of the harbor was the most important feature of the equipment, and as a consequence the discount on steamer corn under mixed has been reduced to a scant 2 cents per bus. The trade confidently expects a drier to be erected promptly on the Pennsylvania side of the harbor.—Daily Produce Report.

MICHIGAN.

Pulaski, Mich.—Geo. Lovette has succeeded Wheeler & Lown.

Grand Blanc, Mich.—J. Crasper has succeeded Crasper & Walker.

Conklin, Mich.—Conklin & Wallace have succeeded S. W. Skeets.

Berville, Mich.—Bottomley & Dryer have succeeded Allen Brown.

Empire, Mich.—R. S. Drew has purchased a site and will build an eltr.

Wixom, Mich.—Yerkes Bros., of Milford, have succeeded C. Mowry & Son.

Romeo, Mich.—Bliss & Bartholomew have succeeded Eaton, Bliss & Bartholomew.

Reese, Mich.—The Reese Eltr. & Milling Co. has installed new machinery in its plant.

Millett, Mich.—The Millett Eltr. Co. has succeeded M. H. Bird. E. M. Babitt, of Haslet, is interested.

Fowler, Mich.—The eltr. for C. A. Sturgis & Sons has been completed and they now have it in operation.

Durand, Mich.—Judson Bros., of Gaines, have completed a grain and bean eltr. and hay warehouse here.

Clarkston, Mich.—W. S. Walls, formerly in business at Davisburg, has engaged in the grain business at this point.

Gregory, Mich.—W. H. Marsh has discontinued his grain business and Bullis & Kuhn are now the only dealers here.

Dimondale, Mich.—B. G. Brown & Co. have succeeded F. E. Phinney & Co. B. G. Brown is engaged in the grain business at Springport.

Cedar Springs, Mich.—The eltr. and mill of H. A. Brown burned Dec. 30. Loss, \$15,000 on building and contents; insurance, \$4,800 on building and \$1,500 on stock.

PROGRAM MICHIGAN BEAN JOBBERS MEETING.

The Michigan Bean Jobbers Ass'n will hold its midwinter meeting at Detroit Jan. 25 and take up the following program:

Address by Pres. J. A. Heath, Lenox.

Address by Professor Clinton D. Smith, Ann Arbor.

Address by M. G. Ewer, Detroit.

Reports of Transportation, Arbitration and Resolutions Committees.

Carrying Consigned Stocks, Is it Profitable to the Michigan Shippers? Opened by R. E. Ward, Jackson. Discussion by H. J. Hankins, Elsie.

Is a Member of this Association Justified in Going Into the Legitimate Territory of Another Member, who has Money Invested in an Elevator Plant, and Buying Beans Direct from Farmers and Shipping them out in Bag Lots? Opened by M. H. Vaughan, Caro. Discussion by Henry Carr, Saginaw.

Definition of Immediate, Quick and Prompt Shipments. Opened by B. H. Winchester, Jackson. Discussion by F. G. Rounsville, Fowlerville.

Bags—Is it Advisable to use Cheaper Bags and should dealers put up Beans Uniform Weights? Opened by Burdick Potter, Fenton. Discussion by K. R. Smith, Ionia.

The Detroit Prices on Beans and its Effect on Michigan Dealers. Opened by G. W. Young, Pewamo. Discussion by F. M. Sheffield, Detroit.

The Association—Its Work and the Place it should Occupy. Opened by W. R. Botsford, Detroit. Discussion by C. E. De Puy, Pontiac.

Irregularities in Buying and Selling. Opened by C. H. Barrett, Jackson. Discussion by J. N. Weaver, Milford.

Bean Speculation—Its Danger to our Members. Opened by E. L. Wellman, Grand Rapids. Discussion by F. M. Towner, Morrice.

What Class of Dealers should be reported as Undesirable to Members to Association. Opened by J. P. Wood, Chelsea.

Discussion by F. E. Kelsey, Caro.

MINNEAPOLIS.

The Chamber of Commerce has voted \$1,000 a year for 3 years to aid Professor D. D. Mayne of the Minnesota Agri. College in the improvement of seed wheat and oats.

MINNEAPOLIS LETTER.

The Brooks Eltr. Co. has removed its offices to the Corn Exchange building.

Jay Gould, connected now with the P. B. Mann Co., will build a terminal eltr. in the spring.

The Twin City Eltr. Co. has been reorganized with W. A. Fraser, of Chicago, as pres., and R. Carder, also of Chicago, as vice-pres.—Minn.

A complete rush of grain into this market recently for the first time this season made the eltrs. very busy and blockade notices have been posted against several of them.

Dan Getchel, wheat salesman for the Marfield-Griffith Co., suffered a stroke of paralysis some time ago and is slowly improving. He has been ill and at home for several months.

A lot of burnt grain is being offered on the tables lately and it is apparent that fires in the country eltrs. have been quite numerous, or at least that there has been considerable grain damaged in them.

The old year passed out without any demonstrations or celebrations whatever on the board. It has been customary for years to have some kind of a show but there wasn't even a sample of grain thrown.

MINNESOTA.

Willmar, Minn.—The G. N. Ry. has purchased a site and will build a transfer eltr.

Kasson, Minn.—The eltr. of the Western Eltr. Co. was damaged recently by fire.

Buffalo Lake, Minn.—The farmers are organizing a company to build an eltr. B. F. Sheppard is interested.

Hastings, Minn.—The Farmers Co-operative Eltr. Co. has decided to rebuild its eltr. which burned Oct. 13.

Hallock, Minn.—C. C. Peterson, of Hendrum, has succeeded C. A. Newhouse as agt. for the Imperial Eltr. Co.

Evansville, Minn.—Albert Lang has purchased the old skating rink and will remodel it into an eltr. and feed mill.

Little Falls, Minn.—Wheat checks stolen from the Minnesota Milling Co. were recently cashed after having been forged.

New Germany, Minn.—John Nelsen, of Mayer, has succeeded John A. Petersen in charge of the eltr. of the State Eltr. Co.

Lakefield, Minn.—The Lakefield Farmers Co-operative Eltr. Co. has purchased the eltr. of the Hollister Eltr. Co. and took possession Jan. 1.

St. Paul, Minn.—The state railroad and warehouse commission is considering the advisability of making a rule for the dockage of oats and barley.

Adrian, Minn.—The Hubbard & Palmer Co. has installed new scales in its eltr. The St. John Grain Co. completed repairs on its eltr. some time ago.

Ada, Minn.—W. H. Matthews has traded his brick yard and 1,100 acres of land for the eltr. interests of G. L. Thorpe, of the Thorpe Eltr. Co.

St. Hilaire, Minn.—The Farmers Co-operative Milling Co. has been organized and will build an eltr. and flour mill. C. H. Hartz and N. A. Nelson are interested.

Emmons, Minn.—The eltr. of the Iowa & Minnesota Cereal Co., which was recently removed from Norman, Ia., has been opened for business with E. K. Tyssen as agt.

Fairfax, Minn.—C. J. Tollefson has purchased the eltr. formerly operated by Wm. Maxwell, who failed some time ago. The house was sold to satisfy a chattel mortgage of about \$2,000.

Danube, Minn.—An eltr. company is being organized by some of the farmers and merchants of Danube. No decision has been made as to whether the company will buy one of the present eltrs. or build.

Pine Island, Minn.—The complaint of the Pine Island Eltr. Co. against the Great Western Railroad for charging more for a short than a long haul has been joined in by shippers of Zumbrata and Goodhue, and the hearing, which was to have been held Dec. 29 has been postponed.

The Minnesota Railroad and Warehouse Commission has employed an expert to examine the books of all the railroads to see if special favors have been shown to any shippers. Commissioner Staples says that if any violations of law are discovered prosecutions will be instituted immediately.

Hastings, Minn.—J. E. McBride, who recently purchased the eltr. formerly operated by D. L. Thompson, is having the house put in shape to do a general grain business. The eltr. has capacity for 100,

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000 bus. and is equipped with cleaning machinery, separator and grader and feed mill. A 20-h. p. steam engine furnishes power.

MISSOURI.

Hughesville, Mo.—The E. Hasenwinkle Co. has added an up-to-date grist mill to its grain, coal and ice business.

Triplett, Mo.—The 30,000-bu. eltr. for Rankin-Whitham Grain Co. at Rankin's Switch has been completed by the Burrell Eng. & Const. Co.

St. Louis, Mo.—The U. S. district court on Jan. 5 ruled that puts and calls are gambling, in his decision that Thomas A. Cleage be adjudged a bankrupt.

Kansas City, Mo.—The decision of the state supreme court that the state weighmen have no right to weigh grain in private eltrs. is published elsewhere in this number of the Journal.

St. Louis, Mo.—The committee on weights of the Merchants Exchange reports that the number of grain cars unloaded increased from 34,612 in 1904 to 55,518 in 1905. The number of cars loaded increased 16.4 per cent.

Kansas City, Mo.—M. H. McNeill, the former mgr. of the Maple Leaf Eltr., was severely injured recently in a collision between the carriage in which he was riding and a street car. His collar-bone was broken and he received other painful injuries.

St. Louis, Mo.—The Weighing Dept. of the Merchant's Exchange is not supervising the weighing of grain at Montgomery B Eltr., which is operated by John E. Hall. Shippers will promote their own interest by insisting upon Merchants Exchange weights.

Kansas City, Mo.—The vote for pres. and for second vice pres. of the Board of Trade on Jan. 2 resulted in a tie, each of the four candidates receiving 75 ballots. J. O. Bradenbaugh and John I. Glover were the candidates for the office of pres. and J. F. Parker and A. J. Bulte for second vice pres. The directors are to decide who was elected. Six directors were elected: A. C. Davis, F. E. Essex, C. M. Boynton, Allen Logan, C. W. Lonsdale and Geo. B. Flack.

St. Louis, Mo.—The members of the Merchants Exchange celebrated the end of the old year by having a "hot vest" contest. John E. Hall wore a vest made of burlap having a likeness of a bull and a bear, with 1905 stamped across it. First prize was taken by a crazy quilt vest worn by Sam Carlisle. John A. Warren wore red and gold with pearl buttons 2 inches wide. Visiting vaudeville talent gave several numbers on the program. About 5,000 witnessed the show.

St. Louis, Mo.—Manley G. Richmond, pres. of the Shaw & Richmond Produce Co., was elected pres. of the Merchants' Exchange Jan. 3, at the annual election. The regular ticket was elected, the smallest number of votes cast for any one candidate being 341. The other officers elected were as follows: First vice pres. W. H. Danforth; second vice pres., Edward Devoy. Directors—Otto L. Teichmann, Chris Bernet, E. L. Waggoner, James McClellan, Manning W. Cochrane. Committee on Appeals—Ludwig Hesse, Charles L. Niemeyer, Cary H. Bacon, Harry G. Beck, Charles Wissmath Jr., D. P. Byrne, Emil Suma, F. W. Seale, W. B. Keeble, Maxwell Kennedy, F. H. Gieselman, Joseph F. Lamy. Committee

on Arbitration—Claude A. Morton, Geo. C. Martin Jr., Thomas K. Martin, K. B. Hannigan, Ray L. Depew, George A. Veninga, Omar Holliday, F. D. Fusz, A. P. Richardson, Charles A. Wilson.

The funeral of Capt. Joseph S. Nanson, pres. of the Nanson Commission Co., and one of the oldest members of the Merchants' Exchange, who died on December 14 at Nassau, Bahama Islands, was held Tuesday Dec. 26 from St. Johns Southern Methodist Chuch at 2 o'clock. The funeral was largely attended by members of the Merchants' Exchange. Many beautiful floral emblems were in evidence. The interment was made in Bellefontaine cemetery and was private. The remains arrived in St. Louis Christmas night, accompanied by William B. Anderson, who went to New York to receive them. The honorary pallbearers were the following exchange members: Samuel Cupples, E. O. Stanard, Capt. W. T. Haarstick, David R. Francis, Corwin W. Spencer, Judge Daniel G. Taylor, Isaac M. Mason, C. S. Fisher, Henry Langenberg, George H. Morgan, Patrick P. Connor, Samuel M. Kennard, H. H. Wernse and Theodore Bowman.—W. H.

NEBRASKA.

Cairo, Neb.—The addition to the eltr. of J. E. Cox has been completed.

Orchard, Neb.—A. D. Joyce, of Homer, has taken charge of the plant of the Atlas Eltr. Co.

Lawrence, Neb.—J. W. Berger has succeeded G. A. Hurley as agt. for the Duff Grain Co.

Gretna, Neb.—The eltr. of H. J. Rolphe & Co. was entered recently by burglars who took a number of tools.

Bookwalter, Neb.—The Summerfield Eltr. Co., of Summerfield, Kan., has leased the eltr. of the Bartling Grain Co.

Dakota, Neb.—Carl Ream will have charge of the eltr. being built for the Blenkiron Grain Co., of Sioux City, Ia.

Fremont, Neb.—Gilbert Byroth, who has been with the Nye-Schneider-Fowler Co. for a number years, died recently aged 45 years.

Firth, Neb.—The Firth Grain & Lumber Co. incorporated, \$20,000 capital stock. Incorporators, J. Martin, W. Kramer, H. Sachtleben, and others.

Blue Hill, Neb.—G. A. Hurley, formerly agt. for the Duff Grain Co. at Lawrence, has taken charge of the eltr. for the Farmers Grain & Stock Co.

Creston, Neb.—W. Simonton has resigned his position as agt. for the Trans-Mississippi Grain Co. at this station and contemplates moving to Portland, Ore.

Talmage, Neb.—The repairs on the eltr. of the Bartling Grain Co. have been completed. The eltr. was filled to its full capacity the first day after being reopened.

Diller, Neb.—Local farmers and business men are organizing an eltr. company and contemplate buying or erecting an eltr. A. H. Colman and Thos. P. Price are interested.

Albion, Neb.—Warren Mulliken has taken charge of the eltr. of the Nye-Schneider-Fowler Co. He formerly had charge of the eltr. for the same company at Superior.

Lushton, Neb.—The eltr. of W. H. Ferguson, of Lincoln, burned recently with 1,500 bus. of grain, mostly corn. The fire was caused by a spark from a passing locomotive. Loss, \$9,000.

Copenhagen (Plainview P. O.), Neb.—E. G. Harris, formerly agt. for the Western Eltr. Co. at Peterson, Ia., has taken charge of the eltr. for the Blenkiron Grain Co., of Sioux City, Ia.

York, Neb.—Nelson Bros. have purchased the grain business of C. A. McCloud. Nelson Bros. have eltrs. at York, McCool Junction, Knox (no P. O.), Stromsburg and Mapps (Benedict P. O.).

Julian, Neb.—One of the sides of the eltr. known as the Coryell Eltr. was pushed out Dec. 20 by the large quantity of grain stored in the building and thousands of bus. of corn poured out onto the ground.

Fremont, Neb.—The eltr. for the McCull-Webster Eltr. Co. at Woodcliff siding, across the river from Fremont, has been completed. Robert McClean will build his eltr. at the same point in the spring.

Falls City, Neb.—The car shortage is felt severely in Richardson County. G. W. Butterfield & Co. of Humboldt ordered 15 cars and in a week received only one. Maust Bros. had no car for a week and could use 35.

Austin, Neb.—The 12,000-bu. eltr. for the Omaha Eltr. Co. has been completed. A 3½-h. p. Otto Gas Engine has been installed. J. M. O'Bryan, who is mgr. of the eltr. of the company at Loup City, also has charge of this plant.

Lincoln, Neb.—Frank P. Neal died suddenly Dec. 22 at Hastings, having been ill less than 24 hours. He had been for some time traveling buyer, with headquarters at Lincoln, for the Cochrane Grain Co., of St. Louis. He was 54 years of age.

Diller, Neb.—Wm. Hull, an employee of the Ewart-Wilkinson Grain Co., was badly burned about the face recently by an explosion of gasoline in the cylinder of the engine. He was making an examination as to why the engine did not work right.

Hildreth, Neb.—The directors of the Farmers Grain & Supply Co. went to Bloomington recently to defend a suit brot by Ely & Co. of Omaha, Neb., to recover on a contract for the sale of a gasoline engine to a representative of the farmers company.

Omaha, Neb.—In consequence of the activity in eltr. building the past year, and including the 1,000,000-bu. house to be built for Nye-Schneider-Fowler Co., Secy. Merchant of the Grain Exchange credits Omaha with 15 eltrs. with a total capacity of 5,640,000 bus.

Omaha, Neb.—The directors of the Grain Exchange at a meeting Dec. 23 denounced the alleged discrimination by the C. M. & St. P. Railroad against Omaha in grain rates. The rate on corn to Baltimore is 3 cents lower from Kansas City than from Omaha.

Diller, Neb.—In consideration of there being no third eltr. erected at this place by the contemplated independent grain company a proposition to pay as much at Diller as at neighboring towns has been made in writing by representatives of the Central Granaries Co. and the Ewart-Wilkinson Grain Co.

Omaha, Neb.—The directors of the Grain Exchange on Dec. 23 appointed the following committees for 1906: Grain Committee—J. H. Hamilton, E. E. Huntley, E. P. Peck, F. S. Cowgill, E. C. Twamley, George H. Lyons, N. Merriam. Appeals Committee—A. C. Smith, J. W. Holmquist, M. C. Peters, R. S. Hall, V.

B. Caldwell, Eltr. Committee—F. S. Cowgill, H. H. Churchill, E. A. Cope, Arbitration Committee—E. P. Peck, W. C. Sunderland, E. S. Westbrook, J. H. Hamilton, E. E. Bruce.

Lincoln, Neb.—The third annual meeting of the Farmers Co-operative Grain & Live Stock Ass'n will be held here Jan. 17, 18 and 19. Among those who will speak are James Butler, who was cast out of the Kansas Ass'n, the attorney for Tom Worrall, and J. A. Everitt, the Indianapolis seed dealer who recently made a business failure.

Fremont, Neb.—A. Nehrbas, miller, charges the Union Pacific with discrimination, growing out of the road's evident intent to retaliate upon him for refusing to accept a car of corn which has been delayed in the Fremont yards 7 days. The Union Pacific removed the private tracks that run from the Union Pacific siding to the mill, compelling the use of teams to haul to the cars.

Newman Grove, Neb.—A serious accident happened recently at the eltr. of Thos. Ostergard & Co. Axel Johnson, an employe, was trying to start the eltr. after a choke up by pulling it up with his hands. The eltr. started suddenly, his foot slipped and he was caught under the chin by one of the cups and drawn up until one shoulder caught against the casting and stopped the eltr. Several boards had to be pried off the shaft before he was released and then it was found that the cup had cut thru into his mouth.

OMAHA LETTER.

Adams, Neb.—Bryson & Co. have started a new corn meal mill.

Trumbull, Neb.—The Hayes-Eames Eltr. was overloaded the first week of Jan. and caused a small wreck which spilled 4 or 5 cars of wheat on the ground.

The local cash market has been in good shape since the last review, and the closing of the last week found the following variations of prices: Wheat, 74½ to 80; corn, 37½ to 38; oats, 29¾ to 29½; rye, or to 62.

It is true that the shortage of cars makes it difficult for the farmer to move his crops. Grain men, however, say that the first movement is about over, and that the elevators will be given an opportunity to clean up now; but they also predict that when the crib shipment begins the elevators will again be unable to handle the business with any great speed.

In order to off-set the Milwaukee corn rate, the Wabash announced a rate of 19 cents; the Great Western put in a rate of 8½ cents to Chicago from the Missouri river, and now the Northwestern announces a rate of 18 cents to the Gulf, via. Dixon, Ill. It is believed that these actions will restore the normal traffic to Omaha, and that the Milwaukee will restore its old rate on January 15, as promised.

The scarcity of cars continues, and cash buyers are complaining still of their inability to move crops. Some of the independent elevator men are charging that the railroads are favoring the line companies in certain parts of the state, and refusing the independents cars in which to ship, but local grain men take little stock in these assertions. They say the roads are simply snowed under with orders for cars and that they are trying to treat all alike, so far as they know.—C. D.

NEW ENGLAND.

Bourne, Mass.—F. F. Bumpas is building a grain warehouse.

Boston, Mass.—H. R. Leighton & Co., a big bucket-shop, made an assignment Dec. 29. Liabilities, \$500,000.

Providence, R. I.—J. P. Donovan & Co. have succeeded to the commission hay and straw business of A. B. McCrillis & Co., who continue their flour business.

Boston, Mass.—The hay and grain warehouse of Nathaniel F. Mayo at Malden burned recently. Loss, \$3,500 on building and \$2,500 on contents; both partly insured.

NEW YORK.

New York, N. Y.—Griggs & Co. incorporated, \$10,000 capital stock, to deal in grain, hay and feed. The directors are Smith, Anna A. and Elias J. Pine, all of New York.

New York, N. Y.—Wm. H. Payne, of Wm. H. Payne & Son, grain merchants and millers, died Dec. 28, aged 72 years. Mr. Payne had been connected with the grain business of New York for 54 years and in business for himself as Wm. H. Payne & Son for 44 years. He was one of the oldest members of the Produce Exchange and built the second grain eltr. in the city.

BUFFALO LETTER.

The steel framework of the new part of the Chamber of Commerce building is now beginning to rise from the base and with a continuation of the present open weather there will soon be a good start made.

No progress has been made in the suit of the owner of the fallen Ontario Eltr. against the insurance companies and the elevating ass'n, tho the delay is said to be a mere matter of court red tape. The case is bound to be tried out sometime.

Feed dealers are put to their utmost to find enough to meet the great demand. They complain of a call for mixed cars that obliges every mill and jobber to carry 30 to 40 sorts all told. Comparatively little business is done from here in straight car loads.

Chief Grain Inspector Shanahan of the Chamber of Commerce has not yet made the contemplated trip to the head of Lake Superior to resume his duties as a member of the Wisconsin Grain Commission. It was expected that he would go before this time, but it appears that no date has been set for the meeting.

The practice of taking out of "store" the lots checked out for shipment sometimes reduces the report to a third of what is actually here. The eltrs. seem to regard this practice as proper and there is no supplementary report. Car shortage of late has in this way assisted in making the report of grain in store a farce.

The annual election of the Chamber of Commerce on the 10th will be less animated than it sometimes is by the nomination of W. H. Gratwick, the present vice-pres., for president on both tickets. The only actual grain dealer nominated for trustee is H. C. Harrison, for some time representing the Northern Grain Co. P. G. Cook, secy. of the elevating ass'n and Geo. P. Urban, miller, are in the list, the others being general business men.

The future of the spring-wheat trade seems to be the problem here just now. Millers have what they consider a full

supply till the spring fleet is in from Duluth and are not in the market, but it is declared by dealers that there is practically none on the market, where we usually have a million bus. or perhaps two at this time of the year. This accounts for the very high limit price of ic over New York May for No. 1 northern, c. i. f. basis.

The New York plan of holding contract grain in Buffalo eltrs. has been dropped. It was never made much use of, as the New York eltr. men managed to put a rider on it which made it cost more to hold such grain here than it does there. What precipitated the withdrawal was an effort of some New York grain carriers to dodge this expense by insisting that the storage charge should be reduced. The Buffalo eltr. men declined and that ended the plan.

The lake grain cargoes for immediate unloading are about closed out, there being only 530,000 bus. waiting at the beginning of the year. Harbor work has not for a long time been so easily done, barring the big fleet in the way, as now, for there is no ice yet. The winter grain afloat for holding is already going into eltr. which indicates an earlier demand for it than was expected. A week ago there was 7,246,500 bus. of wheat afloat, but now there is only 6,343,500 bus.

Robert W. Chapin, head of the local office of Chapin & Co., feed manufacturers and dealers of Milwaukee, was one of the principal witnesses before the State Railroad Commission, which is inquiring into the merits of the proposed suburban freight line. His chief reason for favoring the line is that the freight business of the city and the traffic passing through here has increased very much of late, while the trackage has not, so that there is not now sufficient facility for doing the business.

It is expected that early in the new year of the Chamber of Commerce an arrangement will be completed by which the management of affairs on Change will be turned over to the Corn Exchange, a body of grain dealers who have not for a long time been satisfied with the management of that part of the business or the organization. Quite a number of the grain men and practically all of the millers remained out of the Corn Exchange, so that some further adjustment will need to be made. The plan has not been announced.—J. C.

NORTH DAKOTA.

Garrison, N. D.—The eltr. for O. F. Gray and D. P. Robinson has been completed.

Pingree, N. D.—Farmers and merchants of Pingree are organizing an eltr. company.

Glenullin, N. D.—The Curlew Eltr. & Lumber Co. has been incorporated with P. H. Wickham, D. L. Foust and Chas. Walchter as stockholders.

Overly, N. D.—The Farmers Eltr. Co. incorporated, \$6,000 capital stock. Incorporators, Ole Syvertson, Aug. Sebelius, Wm. B. Cook, and others.

Aneta, N. D.—The 30,000-bu. eltr. for Martin S. Lee has been completed. O. S. Lee will have charge of the house for Mr. Lee, who will remain as buyer for the Farmers Eltr. Co.

Leal, N. D.—R. H. Arthur, who has been agt. for the Osborne-McMillan Eltr. Co., has retired from the grain business

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and has been succeeded in charge of the eltr. by Geo. A. Haughton.

Leal, N. D.—The market has been steady all the season and all the 4 companies have done a good business. This town will market about 450,000 bus. of grain this season.—R. H. Arthur.

OHIO.

Beaverdam, O.—The Beaverdam Eltr. Co. has been dissolved and has been succeeded by Elias Fett.

Columbus, O.—McCord & Kelley are remembering their many friends in the trade with souvenir picture cards.

Cincinnati, O.—Grain shippers are starting a boom for John Conley for a member of the state railroad commission.

Cincinnati, O.—His deputies recently presented Chief Grain Inspector Homer Chisman with a gold handled umbrella.

Columbus, O.—E. E. Tanner has been appointed receiver for Tingley Bros. on petition by a coal and a printing company, creditors to the amount of \$1,000.

Cincinnati, O.—C. B. Murray, for many years supt., has been made an honorary member of the Chamber of Commerce.

Deunquat, O.—John Wren has brot suit against the T. & O. C. Ry. Co. to recover heavy damages for failure to furnish cars for the shipment of hay.

Green Camp, O.—Geo. W. Stewart, who is now sole owner of the eltr., has adopted the name Stewart's Green Camp Eltr., instead of Stewart Grain & Eltr. Co.

McComb, O.—John H. Webber, a well known grain dealer and miller of northwestern Ohio, died recently, aged 54 years. For some time he has had charge of an eltr. at Napoleon.

Toledo, O.—All shippers to this market are entitled to receive official certificates of weights and grades of grain or seeds signed by E. H. Culver, chief inspector, or D. Wallace, inspector of seeds.

Cincinnati, O.—The Miami Grain Co. of Xenia, has brot suit in the U. S. district court against the Detroit Southern Road to recover \$2,346 damages for failure to supply cars for the shipment of grain.

Cincinnati, O.—The Chicago Board of Trade on Jan. 4 petitioned the court to appoint a receiver for the Odell Commission Co., which has failed to pay the costs and damages awarded the Board of Trade.

Cincinnati, O.—Henry Heile recently transferred to Anthony L. Heile and others for \$42,500 his property at Water and Walnut streets. Mr. Heile retired from the hay and grain business some time ago.

Moffit, O.—H. W. Devore & Co., of Toledo, have built a large number of cribs at this station this fall out of old fence rails bot from a farmer whose lands were covered with the flotsam after a spring freshet.

Fremont, O.—The safe in the office of the eltr. of Gottron Bros. was blown open Dec. 22 and several valuable papers were destroyed by the explosion, but the burglars declined taking 60 cents which was in the money drawer.

Van Wert, O.—The McMillen Grain Co. has brot suit against the Cincinnati Northern Railroad and the Lake Shore & Michigan Southern to recover \$455 damages alleged to have been sustained by delay of 6 shipments of grain in transit.

Cincinnati, O.—The Change Club of the Chamber of Commerce gave an entertain-

ment and dance from 1 to 5 p. m., Dec. 30. The dancing was preceded by a program of 14 numbers. H. H. Hill is pres. and W. R. McQuillan secy-treas. of the club.

Cavett, O.—The eltr. of the McMillen Grain Co. burned Dec. 20 with 2 hay warehouses. The fire is supposed to have been started by a hot box at the head of the eltr. chute. Loss about covered by the insurance of \$13,580. The eltr. will be rebuilt.

Cincinnati, O.—Geo. Munson has retired from the firm of Allen & Munson and has been appointed flour inspector of the Chamber of Commerce. John H. Allen, the remaining partner, will form a partnership with John De Mollett, who is now with H. G. Goode & Co.

New Carlisle, O.—Corn is not in condition to grade yet, but notwithstanding a loss in graded markets, some continue to pay 2 cents more than market price, to do business. The scarcity of cars still keeps the eltrs. full and is holding corn back, which by way of conditioning may be a good thing.—F.

Cincinnati, O.—Grain dealers held a special meeting at the Chamber of Commerce Jan. 4 and made a demand that the P. C. C. & St. L. Ry. remove the embargo placed on corn shipments into Cincinnati. The embargo has been enforced since Dec. 3, is ruining the corn trade of the city and is a discrimination against Cincinnati dealers.

Cleveland, O.—"Under the present law it is almost impossible to prosecute the bucket-shop proprietors. The question arises under the Ohio statutes regarding what is a bucket-shop. It is commonly supposed to be gambling on the fluctuations of stock. If the dealer agrees to deliver the stock at any time the purchaser may desire he cannot be successfully prosecuted."—County Prosecutor T. J. Ross.

To get rid of a bucket-shop in Ohio call the attention of the owner of the property occupied by the swindlers to Section 4275 of the Ohio statutes making the owner liable for money lost. A "tip" to losers to sue the owner of the building will have a gratifying result. This Ohio law has recently been declared constitutional by the United States Supreme Court as reported on page 54 this issue of the Journal.

TOLEDO LETTER.

Since the first of the year, cars seemingly have been plentiful.

Receipts of corn from western points continue well conditioned, while receipts from immediate points are "hot," necessitating drying.

James Hodge, treas. of The United Grain Co., left last week for a sojourn of several weeks in New Mexico. Mr. Hodge has gone to the Rocky Mountain state with a view of bettering his health.

The wheat market is very dull, just dragging along. There is no export demand, and the millers of this section are not needing any, having enough to supply their wants in accordance with the demand for flour.

Rye is a dead one. There is little moving, and the demand is very light. Dealers are of the opinion that there is very little rye to come from the country. The consumptive demand is expected to show up well during Feb.

The receipts of wheat are very light, not varying 10,000 bus. from 50,000 for the past 3 weeks. The receipts of corn last

week was 131,000 bus., or some less than 1-3 what the receipts were for some weeks in November. Oats receipts for last week amounted to 55,600 bus., being about the same movement as for the past 2 months.

In celebration of the advent of the New Year, Fred Jaeger, Walter E. Stone and W. W. Cummings started a "rough house" on the floor of the local Change Dec. 30. It started at 11 o'clock, and continued for 1 hour, until the time for closing the business for the old year. As grain of several kinds and many grades and flour were thrown about the big room with all the fierceness of a hurricane, the older members had to duck, while the messenger boys and telegraph operators and visitors sought shelter as best they could.

The following officers have been elected by the Produce Exchange for the ensuing year. Pres., C. L. Cutter, who succeeded E. L. Southworth; vice pres., F. O. Paddock; second vice-pres., H. L. Goemann; sec'y, Archibald Gassaway; treas., Fred W. Jaeger. The board of directors is composed of J. J. Coon, F. I. King, F. J. Reynolds, Charles S. Burge, W. H. Morehouse, J. E. Rundell, E. W. V. Kuehn, C. S. Coup, W. E. Cratz and E. L. Southworth, the only change being made in the naming of Mr. Southworth, who succeeded W. H. Haskell. Of the committee on arbitration, Messrs. A. Menzel, H. W. Devore, W. W. Cummings and John Wickenheiser were re-elected. New members of this committee are R. P. Lipe, J. T. Mattimore and Herman Philippi, who succeeded H. T. Morey, Henry Cratz, deceased, and W. E. Brigham. The committee on appeals are composed of A. W. Boardman, J. H. Bowman, A. W. Bunce, G. B. McCabe, D. W. Camp, C. L. Reynolds, E. N. Crumbaugh, A. B. Cutter, Fred Mayer, W. E. Stone and F. W. Rundell.—H. D.

OKLAHOMA

Newkirk, Okla.—Miller & Armstrong have purchased the eltr. of L. L. Hime and have succeeded him in the grain, flour and mill feed business. Mr. Hime has removed to Freeport, Ill.

PENNSYLVANIA.

Philadelphia, Pa.—S. J. Gibby has succeeded Logan & Co., of which firm he was a partner.

Philadelphia, Pa.—Chapin & Co., of Milwaukee, dealers in grain and hay, have closed their Philadelphia branch office. A. B. Porter, who was mgr. for Chapin & Co., has organized the firm of A. B. Porter & Co., who as agents for Chapin & Co. will have exclusive charge of their business in this territory.

Carlisle, Pa.—S. Bixler Jackson, the local miller, has let the contract for the erection of a grain eltr. The building will be 25x50 ft. and 3 stories high, of frame construction. Work has been commenced on the foundation. Next summer Mr. Jackson will build a mill and elevated coal yards in connection with the eltr.

PHILADELPHIA LETTER.

The Commercial Exchange will nominate on Saturday, Jan. 23, a pres., vice-pres., treas. and 6 directors, the election to take place Jan. 30.

Prominent representatives of the leading grain and milling establishments from all over the country are paying their respects just now to the Philadelphia trade,

to give their business interests a good start for the year.

Mill feed is steady but quiet. Winter bran in bulk is held at \$19 and \$19.50 per ton. Spring bran in sacks, according to size, is quoted at \$19 and \$19.50 per ton.

The hay market has been a trifle weak and disappointing of late; timothy stock varying from \$10.50 to \$15 per ton, as to quality and size of bales. Clover mixed from \$10.50 to \$12.50 per ton.

Pres. King, of the Commercial Exchange, headed a delegation of the members, who, in a body marched over from the Bourse to the United States Custom House and Sub-Treasury and congratulated the new treas., Jos. Bosler.

Straw is in ample supply and in excess of the average needs; prices are in consequence barely steady. Straight rye brings from \$12 to \$14; tangled rye from \$9.50 to \$11.50; oat from \$9 to \$10; wheat from \$8 to \$9.50 per ton.

Oats were under good export trading, but local business was rather moderate. Common grades were not sought after. The average quality of stock arriving was satisfactory however. No. 2 white, clipped and natural, brot 38 cents; no established grade white, 37 and 37½ cents; No. 3 white, 36½ and 37 cents; rejected white, 35 to 36 cents; no grade white, 34½ and 35 cents; No. 2 mixed, 36 and 36½ cents.

Both spring and winter wheat seem to be on the upward trend; No. 2 red for contract and spot car lots in Export Eltr. ranging from 85 and 85½ cents per bu.; N. E. grade red 84 and 84½ cents; No. 2 southern red, 83 and 83½ cents; steamer, No. 2 red, 82 and 82½ cents; No. 3 red 81 and 81½ cents; rejected A, 78½ and 79 cents; rejected B, 75 and 75½ cents; No. 1 northern, Duluth, 96½ and 97½ cents; No. 2 northern, Duluth, new, 94 and 95 cents.

Pres. Jas. L. King has made such a popular official of the Commercial Exchange that it is the general prediction that he will be nominated and elected without opposition, and the same may be said of S. C. Woolman, the veteran grain merchant and watch dog of the treasury. Vice-pres. Koch has many friends, and it is likely that he may be called upon to join the trio. For the 6 new directors there will be a host of candidates and a lively fight at the polls.

The corn market was steady with light local trading and foreign bids generally below a wholesale basis. Cob corn on track, as to quality, commanded 50½ and 51 cents per 70 pounds; cool, sweet, new yellow at 49½ and 50½ cents, according to quality and location. No. 2 mixed contract for Jan., Feb. and March ruled from 48½ to 48¾ cents; new corn on spot by car lots in Export Eltrs., realized 48¾ cents; steamer, 47½; No. 3, 45¾; No. 4, 43¾; no grade, track, 25 to 32 cents.

Col. E. L. Rogers, who will leave here in time for the National Board of Trade Convention to be held in Washington Jan. 16, will represent the Commercial Exchange and the grain interests of this port in general. He is a warm advocate of President Roosevelt and his "square deal" policy, and will present resolutions covering the rebate question and the enlarged powers of the Interstate Commerce Commission and will use every endeavor to have these matters favorably acted upon by the present Congress.—S. R. E.

PITTSBURG LETTER.

Straw continues in a weak condition. Receipts have been quite heavy for several weeks, and the market has had to succumb to the increased pressure.

The rye situation is devoid of new features. Receipts are ample for demand, which is not heavy, and prices are unchanged. No. 2 Michigan is quoted at 74 to 75 cents.

Receipts of hay have been quite liberal, with stock accumulating. Since the first of the year there has been a better movement, however, and stocks are being reduced. Arrivals of No. 1 timothy are only moderate. Shipments of lower grades are strongly discouraged, as there is too much poor hay here unsold.

Oats are sluggish. The strength of the situation a few weeks ago attracted such favorable notice that supplies commenced to pour in too fast, and the result is a subdued feeling, with buyers holding off. It is thought that when full recovery has been made from the lapsed business of holiday times the market will do better. For this reason the former scale of quotations is allowed to remain in force, altho it is difficult to obtain outside figures. The listed price for No. 2 white is 35½ to 36 cents.

The foremost place as to strength and activity is occupied by ear corn. Shipments of good yellow are advised, as the conditions here prevailing will absorb more than the average receipts of late, at the ruling quotations, which are advanced materially over those last quoted. There is an exceedingly active demand, and arrivals are quickly taken. No. 2 yellow is firm at 49 to 50 cents. Comment on shelled corn must be less favorable than for ear. Request is limited, and arrivals, while not what would be considered ordinarily large, are more numerous than present conditions will care for readily. The market is weak. Grading is still low, 4 cars, out of a total of 12, grading No. 3. The latter is quoted at 46½ to 47½.—C. H.

SOUTH DAKOTA.

Delmont, S. D.—The Hunting Eltr. Co. has installed a gasoline engine to replace horse power. It contemplates raising the old power house, installing conveyors and using it for additional storage room, which will increase the capacity of the plant to about 18,000 bus.

Elk Point, S. D.—The eltr. owned by J. W. Skughler, of Waterloo, Ia., burned recently with 10,000 bus. of grain. The feed mill adjoining was saved. No insurance on the building. This eltr. is said to have been the first built in the Dakota territory, having been erected in 1874.

SOUTHEAST.

Lexington, Va.—Moses Bros. will build a 50,000-bu. grain storage eltr., to be equipped with cleaners and hopper scales.

Washington, D. C.—The Washington Steel Cut Cereal Co. has passed into the hands of D. S. Mackall and Wharton E. Lester as receivers.

TENNESSEE.

Nashville, Tenn.—Rumors that the Illinois Central and Southern Rys. will each erect large eltrs. are still circulating.

Nashville, Tenn.—The Grain Exchange will not consolidate with the Chamber of Commerce, but will occupy its present

quarters, the lease of which does not expire until August.

Nashville, Tenn.—The Illinois Central and the Southern roads are said to have perfected milling-in-transit and free re-shipping privileges.

Memphis, Tenn.—J. J. Stephenson, formerly of Elberton, Ga., has engaged in the grain commission business under the name Stephenson Grain Co.

Nashville, Tenn.—The Grain Exchange has authorized Pres. Byrd Douglas to appoint a committee to recommend some form of entertainment. A banquet and a boat trip are talked of.

Fayetteville, Tenn.—Clift Stubblefield, an employee of the H. K. Holman Grain Co., had his left leg broken in 2 places Dec. 21. He fell and his leg was carried under a pulley by the belt.

Jackson, Tenn.—Chancellor Hawkins recently gave judgment against the Odell Commission Co. for \$25,000, the amount lost by T. F. Hardeman, former cashier of the Bank of Henderson.

Memphis, Tenn.—An appeal to the state Supreme Court will be taken in the suit of August R. Frank brot against the Chocaw Eltr. Co., and decided in its favor by Chandler Heiskell Dec. 18.

Nashville, Tenn.—The Hughes Warehouse & Eltr. Co. recently shipped 30,000 bus. of oats to Jacksonville, Fla. The shipment was sent in a special train of 25 cars and was consigned to various dealers in that city.

Nashville, Tenn.—Jas. Doss, of the newly organized firm of Tyner & Doss, the McLemore Grain Co. and the Gillett-Hardison Grain Co. have recently been admitted to membership in the Nashville Grain Exchange.

NASHVILLE LETTER.

Considerable grain is coming into Nashville now over the river. Little of this is being offered on the local market, being generally for re-shipment.

John A. Jackson, who has been prominently connected with the grain business here for several years, has returned to the railroad service, which he left to engage in the grain business. He goes to the Mobile, Jackson & Kansas City R. R.

The Illinois Central and Southern railroads have perfected arrangements whereby grain from Ohio and Mississippi river points with through billing to the Carolinas can have the milling in transit privileges at Nashville. This is a great thing for the Nashville grain dealers and is the first step of the two roads towards the reduction of their rates for the benefit of the trade.

It is officially announced that the reduced rates on grain etc., extended to dealers here by the L. & N. and N. C. & St. L. roads, will be met by the two new railroads coming into Nashville, the Illinois Central and the Southern. The grain men of this section have all along had a big advantage over other points in the matter of reduced rates. These two roads with their additional facilities will afford a much wider territory for the trade here than was possible before the Tennessee Central was absorbed.

There is a good demand for grain in the whole territory tributary to Nashville. The demand has increased materially during the past week and even greater activity is expected from now on. It is still very difficult for local dealers to get a sufficient number of cars to fill orders.

The GRAIN DEALERS JOURNAL.

The following quotations are good here in Nashville, with a satisfactory demand for all kinds of grain: wheat, No. 2, 97 cents; corn, New No. 3, 48½ cents; barley, 55 to 58 cents; oats, No. 2, 35 cents. Hay, choice timothy, is quoted at \$14.50.—R. N. C.

The members of the delegation to represent the Nashville Grain Exchange at the convention of National Board of Trade in Washington on the 16th of this month, met with the delegations of the Chamber of Commerce, Retail Merchants Ass'n and the Nashville Lumbermen's Ass'n. The joint delegation recommended from the Grain Exchange Sam Douglass as a member of the Committee of the Board on federal control of interstate insurance and W. R. Cornelius, Jr., as a member of the committee on American merchant marine.

TEXAS.

Houston, Tex.—O. P. Jackson & Co. incorporated, \$12,000 capital stock, to engage in the grain business.

Fort Worth, Tex.—E. R. & D. C. Kolp are sending their friends a draft on the Happy New Year Bank for 365 days of health, happiness and prosperity.

Rockwall, Tex.—The Peoples Grain & Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, J. B. Vesey, T. L. Keys, Isham J. Carter, and others.

Fort Worth, Tex.—Secy H. B. Dorsey of the Texas Grain Dealers Ass'n is making a vigorous effort to have the quarantine on Texas oats raised in South Carolina. Every member of the Texas Ass'n is asked to mail Mr. Dorsey a list of the correspondents he has had in that state and Mr. Dorsey will communicate with them with a view to having their aid at the coming session of the South Carolina legislature.

Galveston, Tex.—Grain exports from Galveston during Dec. were 547,520 bus. of wheat, 3,488,115 bus. of corn and 80,000 bus. of barley; compared with 338,571 bus. of corn, with no wheat or barley, for Dec. 1904. Exports since Sept. 1 and prior to Jan. 1 have been 2,594,880 bus. of wheat, 4,633,433 bus. of corn and 80,000 bus. of barley; compared with 32,000 bus. of wheat and 620,245 bus. of corn, but no barley, for the same period of 1904, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

TEXAS LETTER.

Raywood, Tex.—The Raywood Canal & Milling Co. has been chartered with a capital of \$100,000.

Dallas, Tex.—The E. O. Stanard Milling Co. has changed its name to the Stanard-Tilton Milling Co. This is conforming to the change made in the company at St. Louis.

The situation in the rice belt has improved to a large extent since so much publicity was given to the manner of brokerage and milling of this grain and as a result there are several new companies in the field proposing to build new irrigation plants and extend the rice area.

During the present season mills in the north and northwest have been unloading their surplus on Texas with the result that the flour and feed products have been a drug on the market and has hurt the state and interstate trade considerably, as the margin between milled feed stuffs and flour and the grain has been so close that there has been no profit and in most cases

an actual loss and consequent demoralization of the grain trade. A fair Texas crop would relieve this situation and force a better condition and prevent to a large extent the unloading by northern mills. This latter evil has gone to the extent it is stated of consigning goods.—J. S. W.

WASHINGTON.

Pullman, Wash.—The railroads have granted reduced rates for the wheat convention to be held here Jan. 11 and 12. The state grain commission is taking an active part in urging the attendance of all those interested in the wheat industry.

Spokane, Wash.—The Washington Grain & Feed Co. incorporated, \$25,000 capital stock, to do a wholesale and retail business in hay, grain and feed and do a general brokerage and commission business, operate warehouses and wharves, barges and tugs. Incorporators, B. D. Crocker, Walter Lovedale and A. E. Sutton. The company will also do business at Tacoma. At Spokane the firm will build a 100x120 ft. warehouse.

Olympia, Wash.—The wheat growers of the Palouse country contemplate making a complaint against the railroads for not including wheat in the joint rate. The shippers will endeavor to show that a difference in quotations on wheat exists between Portland and Puget Sound cities, ranging at times from 2 to 6 cents per bushel in favor of Puget Sound; that by not having a joint rate the shipper at non-competitive points on the O. R. & N. is exclusively confined to the Portland market and lower prices for his product.

Spokane, Wash.—The Farmers' Grain & Supply Co. held a meeting in this city last week at which time it was voted to increase the capital stock of the company from \$50,000 to \$200,000, and to immediately erect a terminal eltr. on Puget Sound. This will be finished for next year's crop, and will cost about \$100,000. This company was organized to benefit the farmers of the state by the erection of eltrs. and warehouses throughout the state, and any may become stockholders. At present the company has 1,200 members, and owns 10 warehouses and 3 eltrs. The latter are located at Wilbur, Thornton and Davenport, Wash., and each has a capacity of 30,000 bus. The warehouses will hold from 75,000 to 150,000 bus.—M. C. E.

WISCONSIN.

Plymouth, Wis.—The Konrad Schreier Co., of Sheboygan, is building an eltr.

Superior, Wis.—The first consignment of Canadian bonded wheat of this season arrived at the Great Northern Eltr. Dec. 24.

Eau Claire, Wis.—The W. J. Davis Milling Co. will build an eltr. during the coming season. The building will cost \$30,000.

New Auburn, Wis.—A stock company will be organized here to build an eltr. for the New Auburn Union American Society of Equity.

Hammond, Wis.—The eltr. of the New Richmond Roller Mills Co. gave way Dec. 15, and 4,000 bus. of grain was let out on the railroad tracks. The entire side of the house fell out.

Milwaukee, Wis.—Chas. A. Chapin, a leading member of the Chamber of Commerce and head of the firm of Chapin &

Co., died Jan. 2 at Waukesha of paralysis. Mr. Chapin came to Milwaukee in 1868 and ever since has been identified with the feed and grain business of this city. Mr. Chapin has been ill for the past 4 years and for some time had been in a sanitorium in Waukesha.

Superior, Wis.—At a conference between the Wisconsin Grain & Warehouse Commission and the railroad and eltr. interests a settlement of the grain inspection fight was reached Jan. 4 by the eltr. men agreeing to pay all the weighing and inspection fees accruing after that date. The recent amendments to the grain inspection act so strengthened the Commission that the railroads gave up their opposition.

Superior, Wis.—The decision of the referee in the suit of Homer T. Fowler against the Metzger Seed & Oil Co. is very sharply criticized by members of the Board of Trade, who believe that Fowler is in the right. The referee who decided in favor of Metzger evidently was ignorant of the customs of the trade. Mr. Fowler's offer to arbitrate under the rules of the Duluth Board was not accepted by Metzger.

MILWAUKEE LETTER.

Creditors of the bankrupt Hadden-Rodee Co. will receive only 1 per cent of the amounts of their claims. Trustee Ralph Elmergreen since he assumed charge of the company's affairs had been able to collect only about \$5,000 in outstanding accounts.

The renewal of privilege trading here by Chicago firms, who have abandoned "bids and offers" in their own market, has enlivened the pit and sent the price of memberships upward. \$300, or more, is now asked, altho some recent sales are said to have been at lower figures.

The expected advance in grain rates from Iowa and Minnesota stations to this city has been postponed, but it will go into effect about the middle of the present month. Receivers are notifying their regular shippers, so that the latter may take advantage of the existing tariffs by bidding out as much stuff as possible now.

Local dealers look for a shortage of oats before the season is over, and considerable quantities of choice are being quietly bought up for storage during the winter. This is nearly always a paying investment, for prices tend to advance in the spring, but this year the outlook for a stiff premium over present values is very bright.

LaFollette is being urged by some of the interests which were responsible for the passage of the Superior grain law to champion Senator McCumber's pet scheme for federal supervision of inspection. The Governor, however, is not likely to be carried away by these enthusiasts, knowing that state interference at Superior was the result of special conditions and that the same principle would not apply to the country at large.

At the special session of the Wisconsin Legislature, which has just closed, a number of measures important to the grain trade were taken up. The railroad rate commission law was materially strengthened, the legal difficulties encountered in the operation of state grain inspection at Superior were patched up, and further progress was made in the direction of reciprocal demurrage. Advocates of the latter were not successful in securing the passage of any law on the sub-

ject, and it is doubtful if this could have been considered, under the terms of the Governor's call, but the measure is in better shape to be revived and pressed to a successful issue at the next regular session.

E. P. Bacon, who has returned from Washington, feels confident that some sort of an effective rate regulation law will be passed by Congress at this session. Senators and Representatives generally are making a scramble for the administration band-wagon, and even Col. Pete Hepburn of the "Q" road is blowing a big bassoon for what he calls "his" bill. There is danger, however, that a little joker will be stowed away in the measure finally passed, and friends of the legislation are cautioned to watch out for it.

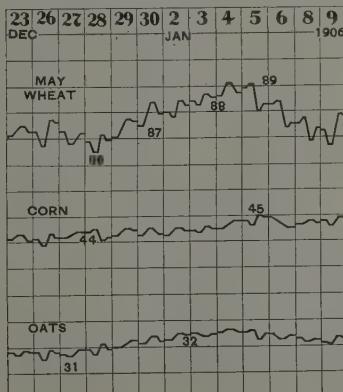
Changes in the inspection rules which will bring them more nearly into conformity with those of competing markets are being talked of here; but the consensus of opinion among grain men seems to be that the system in vogue at Milwaukee is one to pattern after rather than remodel. It is pointed out, too, that country shippers prefer it to any other, and that many of them have cars stopped here in transit merely for inspection, in order that sales may be made on the basis of Milwaukee grades.

The history of the local grain trade, thus far this season, can be summed up in a few words. There has been a fair market, right along, for all grades and varieties, but at no time have buyers shown any eagerness to pick up samples. Even the millers, who find difficulty in obtaining supplies of sound dry wheat sufficient for their needs, act like women hunting for "bargains" in a soiled heap of mill-end remnants. Still, everything has gone off at very favorable prices, compared with those paid in competing markets, and there have been no accumulations to speak of. Shippers who keep well posted on the situation here are able to dispose of their grain by sample, either directly or through commission houses, to excellent advantage.—C. T.

The handsomest calendar received this season comes from Southworth & Co., of Toledo, O.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Jan. 9 are given on the chart herewith.



Cincinnati Has Official Weights

The close of the year 1905 marks a decided step forward in the long history of the Cincinnati Chamber of Commerce, by which the standing of that market with the grain shippers of the country will be raised to a par with other leading markets of the United States.

December saw the arrangements completed for the establishment of an official weighing department under the authority of the Chamber. The fee for weighing will

tum will not adhere to its sides. Those who use metal barrels will experience no trouble.

To the Trade.

In order to broaden and strengthen the scope and usefulness of the Grain Dealers National Ass'n, the Board of Directors has so amended the Constitution and By-Laws as to provide for a Direct Country Membership, in unaffiliated territory, with an annual due of \$3.00.

This action was taken to enable shippers in unaffiliated territory to work hand in hand with their connections in terminal and interior markets, in order that such irregularities as may occur from time to time, may be adjusted through a mutual association, rather than through separate organizations.

This policy is directly in line with the ends which we have been seeking for years, in the questions of weights, grades, terminal facilities, transportation, equipment, etc., the improvement in all of which, as the records will show, has been largely due to the efforts of the National.

If we are to progress along the lines already laid down; if our trade and arbitration rules are to be effective; if we are to have uniformity well established in every branch of the grain business, and if we are to be a recognized force in the advocacy of remedial legislation, both State and National, it is plainly our duty to consolidate our forces and work as a unit.

We believe if you will carefully consider our new Constitution and By-Laws, Trade and Arbitration Rules, that you will realize we are offering you membership with the strongest line of terminal dealers in existence; the only Ass'n Trade Rules that have ever been endorsed by a majority of the Grain Exchanges, and the most comprehensive Arbitration Rules now in vogue.

Under the Constitution, your membership costing you \$3.00 per annum, will entitle you to all the privileges of the Ass'n, including full voice and vote in the deliberations of the annual meetings of the Ass'n, as well as the publication of your name in the list of direct members, as it now appears in alphabetical order in the booklet herewith enclosed.

Feeling assured that you will agree, that the fact of the leading buyers and receivers being members of the National Ass'n, thus enabling you to work under the same Trade and Arbitration Rules, and to adjust your differences through the National Ass'n direct, is more than worth the money, and, trusting to be promptly favored with your application for membership, and your financial and moral support,—all of which will materially help to place the National Ass'n in a position to accomplish more than ordinary results for its members and the trade in general, we are,

M. F. DUNLAP, JOHN F. COURCIER,
President. Secretary.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Jan. 11 have been 160,709,000 bus., compared with 150,639,000 bus. for the corresponding period of last season.

Corn receipts for the present crop year prior to Jan. 11 have been 100,829,000 bus., compared with 94,432,000 bus. for the corresponding period of last year.



Chief Weighmaster William McCallister,
Cincinnati Chamber of Commerce.

The GRAIN DEALERS JOURNAL.

State Weighmasters for Public Warehouses Only.

The Supreme Court of Missouri in a decision rendered Dec. 22 put an end to the strenuous endeavors by the Missouri State Board of Railroad and Warehouse Commissioners to supplant the efficient weighing departments maintained at Kansas City by the Board of Trade and at St. Louis by the Merchants Exchange.

State weighmasters may weigh only grain going into or out of public elevators.

Under the law enacted 12 years ago, but not enforced until September of last year, the state railroad and warehouse commissioners, guided by an opinion of H. S. Hadley, atty. gen., appointed 14 weighmasters at Kansas City and stationed them at both public and private warehouses, altho there had been no demand for such appointment by dealers, producers or consumers. It is well understood that the state commissioners sought only to provide political jobs for professional feeders at the public crib.

The members of the Kansas City Board of Trade refused to accept state certificates of weight, refused to permit the state officials to weigh grain at private warehouses and declined to pay the fees demanded by the state. Suit was brot in the Supreme Court at its October term by Atty.-Gen. Hadley, who alleged that the officers of the Board of Trade had usurped the office of weighmasters created by law under Article III. of Chapter 117 Revised Statutes 1899 and excluded J. T. Bradshaw and others appointed by the Railroad and Warehouse Commissioners. The Supreme Court, granting all the claims of the Atty. Gen., yet doubted that his proceeding in *quo warranto* was the proper remedy, but consented to construe the law, as this was desired by the attorneys for both parties. The decision was given by Justice Valliant, four justices concurring and one dissenting. From it we take the following:

The members of the Board of Trade have a right on their own account to employ men to weigh grain for them and to accept their certificates of weight even if it is the duty of the state weighmasters also to weigh the same grain and give certificates of the weights. The statute of course could not give to the official certificate the force of conclusive evidence because that would be to deny a party whose rights were affected the right of trial under process of law.

The statute authorizing the appointment of official weighmasters to weigh grain brought to market in this state was passed in 1893 and is now section 7676 R. S. 1899, the first sentence of which is "It shall be the duty of the chief inspector provided for by this article to nominate to the commissioners suitable persons to act as weighmasters at such points in this state wherever state grain inspection may be established at conformity with section 7655 of this article."

Respondents in their brief interpret that sentence to mean that wherever state grain inspection is established in conformity with section 7655 state weighmasters are to be appointed, and on that interpretation they base the argument that since section 7655 R. S. 1899 is exactly the same as section 5637 R. S. 1889, and the act of 1889 was interpreted in *State ex rel. v. Smith*, 114 Mo. 180, to establish state grain inspection at public warehouses only, therefore when section 7676, of the present statute authorizes the weighing of grain wherever state grain inspection is established in conformity to section 7655 it means that the weighing of grain is authorized at public warehouses only. The conclusion there drawn would be correct if the interpretation of section 7676 on which the

argument is based was correct, but that interpretation is not correct.

The general assembly by that act meant to say that whenever state inspection was established there shud be also state weighing and that the weighers shud be appointed in the same manner that the state inspectors were appointed as specified in section 7655.

The amendment of Mar. 9, 1893, section 7676, calls for official weighmasters and official weighing wherever official inspection has been established and not elsewhere, and for the weighing of grain which may be subject to inspection, not other grain, and not even where in point of fact the inspectors do inspect grain not "subject for inspection" by permission of the Board of Trade. Whether or not it goes into or out of a public warehouse the official inspectors do inspect all grain, but they do so by permission of the Board of Trade and no authority to weigh the grain can be predicated on such action; the Board of Trade can neither enlarge nor restrict the lawful authority of the state officials.

In section 39 of the original grain inspection act, being section 5643 R. S. 1889, it was made a misdemeanor for any one not duly appointed and qualified as required by that act to assume to act as an inspector. That section was amended by the act of March 31st, 1893, (Sess. Acts 1895 p. 182) by prefixing to it these words: "The inspection or grading of grain in this state, whether into or out of warehouses, elevators or in cars, barges, wagons or sacks arriving at or shipped from points where state grain inspection is established must be performed by such persons as may be duly appointed, sworn and have given bond under this act," &c.

The Attorney General is of the opinion that this amendment means that whilst the law does not make it obligatory on persons dealing in grain, which does not pass through a public warehouse, to have it inspected, yet if they do have it inspected it must be by the official state inspectors. That is probably correct and it may be that it is on that idea the respondents have conceded to the state inspectors the right to inspect all their grain regardless of its relation to a public warehouse. But conceding that point does not settle the question in this case, because the official weighmasters are given authority to deal, not with grain, which, though not subject to inspection, yet is, by the request of the owner or dealer, inspected, but only with that which is subject to inspection under the law of the state. We therefore still have the question, does the law now under the amendments since 1889 require state inspection of grain that does not go into or out of a public warehouse?

The chief amendment to the act of 1889 is the Act of March 9th, 1893 (Acts 1893 p. 182). The effect of this amendment was to add to the duties of the Railroad and Warehouse Commissioners, which therefore as regarded grain sent to market were limited to inspection and classification, the duty of weighing the grain which they were required to inspect. The Act was not designed to provide for the weighing of grain as an independent subject, but to add the duty of weighing to the duty of inspecting and have them go together; it was an amendment to the grain inspection law, the official weighmasters were authorized to weigh grain that was "subject for official inspection" nothing else.

The amendment calls in section 7676 for weighmasters to be appointed "at such points in this state wherever state grain inspection is established," and in section 7679 it says "At all terminals or other points within this state wherever state grain inspection may be established it shall be the duty of all railroads to establish suitable scales upon which all grain handled by them and not consigned to a public warehouse, but subject to inspection, may be weighed as required by this act." In section 7676 it is made the duty of the weighmasters to "supervise the weighing of all grain before removing from the car which may be subject for inspection."

The extent of the law making effect of those two sections is that the weigh-

masters shall supervise the weighing of grain which is subject to inspection and the railroads shall furnish scales. That law making effect cannot be interpreted to extended beyond its own purport on the ground that the language used implies that the lawmakers were under the impression that the pre-existing law was broader than it really was.

There is one section of even this amendatory act that seems, inferentially at least, to limit the weighing of grain to such as goes into a public warehouse; that is section 7677 which authorizes the board of railroad and warehouse commissioners to fix the charges for weighing and requires the warehouse man to pay the charges and add the amount to the charges for storing. Under the Act of April 7th, 1893, above quoted defining a public warehouse to be one in which grain of different owners was stored for a compensation, it would seem that the section providing for the weighing charges to be paid by the warehouse man and added to the storing charges meant that it applied only to grain in a public warehouse.

Returning to the consideration of the language above quoted from sections 7676 and 7679 we note that language does not purport to enlarge the duties of the inspectors or to render grain subject to official inspection that was not before so subject, but it erroneously assumes that grain sent to market to either of the cities in the state where state grain inspection was established was "subject for inspection," though it was not destined to go into a public warehouse. The amendment does not authorize the official weighmasters to weigh any grain except such as was at the date of the amendment already "subject for inspection."

Language in a legislative act which merely shows by implication that the lawmakers were under an erroneous impression as to what the previous law was at that time of the new enactment cannot be construed into a then present enactment as law of that which they erroneously assumed was already the law.

It is the duty of the court to give effect to the intention of the General Assembly but that intention must be gathered from the act itself and from the expression of legislative purpose to make a law, the court cannot give the force of law to what was not the law at the time merely because it appears from language used in an act that the lawmakers erroneously supposed it was the law.

In the law governing the case before us the General Assembly has gone no farther in the exercise of this police power than to provide for state inspection and state weighing of grain going into or out of public warehouses.

We rest our judgment therefore in favor of the respondents not on the ground that the General Assembly could not under the constitution pass a law requiring inspection and weighing of grain in the grain markets of this state other than such as goes into or out of a public warehouse, but on the ground that the General Assembly has not done so. Judgment for respondents.

Thirty-First Annual Statement of the Mill Owners' Mutual.

The 31st Annual Statement of the Mill Owners Mutual Fire Insurance Company of Iowa, issued January 1st, shows this pioneer of the flour mill mutuals to be in its usual prosperous condition, its assets amounting to \$434,238.75, with no liabilities.

Its assets include first mortgage loans amounting to \$162,647.10; Accrued Interest, \$4,131.40; Cash \$29,536.31 and the balance in Deposit Notes, subject to assessment.

On the first of the year the company's insurance in force amounted to \$6,016,450.

The receipts during the year included \$112,318.52 from assessments; \$19,991.85, Guaranteed Deposits; \$9,803.59 from Interests.

Its disbursements included Losses amounting to \$97,034.55; Expenses \$22,674.69; Guaranteed Deposits returned \$13,793.38.

Since its organization this company has paid losses amounting to \$1,158,538.10.

Supply Trade

The Borden & Selleck Co., of Chicago, Ill., has changed its name to The Howe Scale Co. of Illinois.

There is but one way of obtaining business—publicity; but one way of obtaining publicity—advertising.—Blackwood.

Geo. J. Noth, representing the Invincible Grain Cleaner Co., has removed to new offices at 501-2 Traders bldg., Chicago, Ill.

The N. P. Bowsher Co., of South Bend, Ind., reports one of the busiest years in its history. The working force has increased one-third over a year ago.

The Home Gas Engine Mfg. Co. has been incorporated at Waukegan, Ill. The capital stock is \$10,000; and the incorporators are Robert S. Hall, J. K. Orvis and Benjamin F. Weaver.

The Invincible Grain Cleaner Co., of Silver Creek, N. Y., reports a good outlook for trade the coming year, many inquiries are being received and everything points to an active season.

Fred Friedline of Chicago, Ill., is preparing plans and specifications for a 100,000-bu. transfer and cleaning elevator at Memphis, Tenn., and for a line of eight elevators to be erected on the Big Four Ry. in Indiana.

The Illinois Manufacturers Ass'n contemplates suit against the Chicago banks which have combined to place a grade tax on out of town checks. Out of town customers of Chicago firms will confer a favor by making remittances in Chicago drafts.

The merchant who refuses to advertise because he once inserted an advertisement and received no benefit is fully as logical as the Indian who declined a pillow for the reason that once, by way of experiment, he slept on a feather and found it uncomfortable.

The Banner Mfg. Co. has been incorporated at Hamler, O., to manufacture elevator buckets. The capital stock is \$2,000, and the incorporators are A. M. Jayman, pres.; Michael Mock, vice pres.; James Belfry, secy-treas. The company will soon erect a factory.

A builder of the Farmers Elevator at Yuma, Ia., has been compelled to bring suit to collect \$1,000 due on the contract. Another farmers elevator co. of Nebraska is defendant in a suit by an Omaha dealer to recover damages for failure to accept a gasoline engine sold.

At semi-annual meeting of the Western Classification Committee at Los Angeles, Jan. 16, petitions will be considered for a mixed carload rate on wagons with agricultural implements; for mixed carload rates on portable cribs with agricultural implements; implement rating.

A. S. Mann, the veteran dealer in grain hand machinery and mill supplies, celebrated the 53d anniversary of his birth at a reunion of members of the Reform Club at Akron, O. The guests partook of a light repast and listened to a varied program of 16 numbers, including songs, recitations and addresses. A log of the log cabin in which Mr. Mann was born adorns the

front cover of the menu card and forms a decided contrast to his present home.

The Barnard & Leas Mfg. Co., of Malone, Ill., reports the prospect for a good year in 1906 as excellent. The company's new machines are proving very popular and those that are standard are enjoying the same favor. The company has in sight a number of improvements in machinery and business methods.

Books Received

GUIDE TO WASHINGTON.—All places of interest in the city of Washington are fully illustrated in an artistic and practical guide published by the passenger department of the Baltimore & Ohio Railroad, B. N. Austin, Gen. Pass. Agt., Chicago, Ill. Price, 15c by mail.

TALES OF THE ROAD.—To a man in almost any business and to students of human nature one of the most entertaining and instructive books of the year is Tales of The Road by Charles N. Crewdson, recounting scores of experiences by traveling salesmen. The stories are well told. A perusal of the eighteen chapters and the author's spicy comment will convince the reader that the traveling salesman is "The steam—and a big part of the engine too—that makes business move." Thompson & Thomas, Chicago, Ill. Illustrated; 352 pages; price, \$1.50.

REPORT OF SECRETARY OF AGRICULTURE.—In his ninth report to the Pres. James Wilson, secy. of the Dept. of Agri., states that the farmers are in a condition of unsurpassed prosperity. Farm crops have never before been harvested at such a high general level of production and value. This year four crops reached their highest value, corn, hay, wheat and rice. Secy. Wilson briefly notes important results in grain investigations during the year, relating to durum wheat, the Swedish select oat, 60-day oat, extension of the winter grain area and the introduction of Algerian barley in the southwest. Mr. Wilson discusses crop reports and their improvement, with special reference to their collection, scope and issuance. Report No. 81, 100 pages, U. S. Dept. of Agri.

TRAPPING THE WILDCATS.—Get-rich-quick schemers of every stripe are exposed in a pamphlet of 167 pages by Detective Clifton R. Wooldridge, who has conducted more bucket-shop raids than any other member of the Chicago Police Department. Mr. Wooldridge estimates that of the \$150,000,000 annually wrung from the thrifty by false pretenses, about \$20,000,000 are spent in newspaper advertising, and that in Chicago alone the robbery of the public thru bucket-shops and blind pools amounts to \$10,000,000 annually. A list of 100 wildcat insurance companies is given and an account of the methods by which all but five of the 184 fake insurance companies have been driven out of existence. A record is given of the bucket-shop raids made during the past year, Mr. Wooldridge condemning the bucket-shops as having caused more moral wrecks, more dismantled fortunes and made more of the innocent suffer than any other agency of the devil. The cover of the volume is illustrated in four colors and the text with several cartoons. Price 50 cents.

Flaxseed advanced 20 cents per bu. during December under the influence of foreign demand.

Cooling Water

in the water jacket of your gasoline engine will not freeze, nor the jackets crack if you mix our

CALCIUM CHLORIDE

with it in the proper proportions. No worry, no draining water every night, for it can't freeze. No evaporation, no sediment. Write for full particulars.

James H. Rhodes & Company
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There is but one "Cyclone" DUST COLLECTOR

The Knickerbocker Cyclone



Patented Aug. 29, '05

MORE AIR
MORE WORK
BETTER WORK

The Knickerbocker Co.
Jackson, Michigan

Results Follow The Ad

We have sold out. Your Journal did it.
McCREA & VLEREBOME, New Holland, Ohio.

The GRAIN DEALERS JOURNAL.

Grain Carriers

The Rock Island Dec. 20 purchased 3,000 freight cars.

Representative Hepburn of Iowa on Jan. 4 introduced his railroad rate bill.

S. D. Parkhurst has been appointed grain agent for the Chicago Great Western at Kansas City.

Construction will be begun in the spring by the C. B. & Q. from Spearfish to Belle Fourche, S. D.

Track laid in the United States during 1905 as reported by the *Railway Age* aggregated 4,979 miles.

The minimum carload weight for beans has been raised by the transcontinental roads from 40,000 to 50,000 pounds.

An extension of its Sioux City-Hartington spur to Crofton, S. D., is to be built next season by the Northwestern.

The Santa Fe has taken out a charter for 100 miles of road to be built from Medicine Lodge, Kan., Northwest.

The St. Louis & New Orleans Steam Packet Co. has been organized to revive the river trade between the two cities.

New freight cars ordered in 1905 aggregated 341,315, compared with 136,561 cars in 1904, as reported by the *Railway Age*.

The Northwestern next summer will extend its Bonesteel, S. D., line to the border of the Rosebud Indian reservation.

Chicago tunnel obstructions must be removed under penalty of \$10,000 per month fine. Secy. of War Taft will grant no delay.

The 700 men employed as grain shovellers at Buffalo unloaded 110,000,000 bus. of grain the past season and were paid \$2.50 per 1,000 bus.

The house committee on interstate and foreign commerce agreed Jan. 5 to begin the general consideration of rate regulation on Jan. 12.

The Dominion Marine Ass'n has set the rate on wheat from Fort William to Lake Huron at 2½c from the opening of navigation to June 1.

The season for corn shipments by river has begun at Memphis, Tenn., with the arrival of 3,975 sacks from Cincinnati Jan. 2 on the steamer Peters Lee.

The Interstate Commerce Commission received during the year 568 complaints, made 65 investigations, held 79 hearings and made 45 formal decisions.

Conspiracy to give and take rebates is the charge under which the federal government has procured 14 indictments against railroads and shippers at Kansas City.

Contracts are to be let in March for the construction of the Chicago, Indianapolis & Evansville Railroad, which has been surveyed from Evansville, 324 miles, to Indiana Harbor, Ind.

Representatives of western roads held a conference with three members of the Interstate Commerce Commission at Washington Dec. 28 and promised to aid in enforcing the Elkins law.

President Roosevelt's recommendations on rate regulation in his message were endorsed at the recent annual convention

of the Southwest Kansas & Oklahoma Hardware Dealers Ass'n.

Cars are in better supply for the grain trade, the roads having moved the greater part of the apples, potatoes, fruit and other perishable products, and pleasant weather favoring the movement of trains.

Hearings will be begun by the Interstate Commerce Commission Jan. 3 at Fort Wayne, Ind., on several complaints, including that of the McMillen Grain Co. against the Cincinnati & Northern R. R. for alleged discrimination in furnishing cars.

Instead of contesting the Illinois Railroad & Warehouse Commission's order reducing freight rates 15 to 25 per cent the more conservative officials will abide by the Commission's order, but advance certain commodities now carried at special rates.

One of the propositions to be considered by the National Board of Trade at its coming meeting is that all Bs-L be made out by the railroad agent and that no blank bills be issued to shippers. Members of some of the eastern exchanges are against the proposition.

The steamers of the Great Lakes & St. Lawrence Navigation Co. this season carried 37 cargoes of grain, oil cake and flour from the head of the lakes to Montreal, including 5,415,000 bus. of grain. The company's fleet made twice as many trips this season as last year.

As the steamer New Orleans will be the first to sail direct from Boston to Rotterdam since the service was discontinued last April for lack of freight, its recent departure is an illustration of the changed conditions in the export grain trade. The cargo of the New Orleans is one of the heaviest ever record, consisting of 240,500 bus. wheat, barley, oats and corn.

Eastern and western roads failed to reach an agreement at the Chicago meeting Jan. 3 as to whether the thru rates on grain shud break at Chicago. Grain shippers at Chicago allege that if they are compelled to pay combined locals they will be working under a disadvantage of 3c per 100 pounds, compared with Missouri River shippers. The western roads are willing to make the concession.

Senator Tillman introduced a bill Dec. 11 giving the Interstate Commerce Commission power to fix a maximum reasonable rate. In the debate Senator Foraker declared Congress had no authority to delegate to a commission the power to regulate rates. Senator Knox asked if the Supreme Court had not decided that congress can lay down a certain rule and authorize a commission to apply this rule to specific cases.

In the complaint of the St. Louis Hay & Grain Co. against the Illinois Central and the Mobile & Ohio railroads a decision was given by the Interstate Commerce Commission Jan. 5, that the fact that thru rates are less than the sum of in and out rates is not a valid ground for objection, neither is it unlawful for defendants to maintain reconsignment rates which are higher in some cases than their proportions of thru rates.

Senator Dolliver on Dec. 19 introduced the administration's substitute for the Interstate Commerce Commission's rate regulation bill. It authorizes the Commission to fix and enforce a maximum and reasonable rate to go into effect thirty days after notice. The court procedure of the Commission's bill is eliminated and

railroads are left free to follow their constitutional remedies in the courts. The commission is increased to seven members at a salary of \$10,000 each.

Indictments for rebating were brot by the federal grand jury at Chicago Dec. 29 against the Chicago, Burlington & Quincy Railroad, Darius Miller, first vice-president, and Claude G. Burnham, foreign traffic manager. Rebates of 30 per cent have been given the steel trust. The penalty is a fine of \$1,000 to \$20,000. Following the recent indictment of Chicago & Alton officials and the indictment of grain dealers at Louisville it seems that some of the offenders will be convicted.

Railroad earnings for the fiscal year ending July 1 were \$9,666 per mile, a gain of \$600 per mile over the preceding year. The roads reduced their percentage of operating expenses slightly and paid \$12,000,000 more dividends. Judging from the continued car shortage and poor service the profits are squeezed out by subjecting the shipping public to annoyance and costly delays. Evidently the robbery of the shippers' will continue until the federal government enacts laws to restrain their rapacity by prescribing reasonable rates.

Confirmation of the appointment of Franklin K. Lane as Interstate Commerce Commissioner is being delayed by the senate committee on interstate and foreign commerce. Mr. Lane was at one time city and county attorney of San Francisco, and in the last election candidate for governor of California. The Pacific Coast, where Mr. Lane is well known, is pleased that he has been designated by President Roosevelt to fill a position so vital to the shipping interests. The President is not at the mercy of the senate in this appointment, since he can keep Mr. Lane in office by reappointing him at the end of every session, thus keeping his service continuous.

In its annual report to congress the Interstate Commerce Commission on Dec. 14 called attention to the necessity for amendments of the interstate commerce law. With regard to elevator allowances the Commission says "There is an important class of cases in which the owner of the property performs a part of the transportation service, and where the carrier by paying such owner an extravagant sum for the service rendered thereby refers him to other shippers of like property. The commission holds that it should be empowered in a case of this kind to determine whether the allowance to the property owner is a just and reasonable compensation for the service rendered and to fix a limit which shall not be exceeded in the payment made therefor."

Wisconsin has done a great deal for the farmers of North Dakota. The fact that there was an inspection sum here and that it was trying to be exacted has raised the grade of wheat graded in Duluth just one full grade and maintained it above the grain graded in Minneapolis. —Geo. H. Cross, Berthold, N.

The Peoria district during last fiscal year paid \$34,691,000 tax on distilled spirits. Far from being a tax on the liquor traffic this tax effectively protects the Standard Oil trust in and high prices for gasoline, with cheap alcohol would compete. Do many farmers who are buying gasoline run small engines for wood sawing, dry their fuel own corn is capable of using the fuel at less cost? Let the on alcohol for use in the arts be abd.

Seeds

C. D. Brown & Son have succeeded Ferdinand Yost, seed dealer at Sedalia, Mo.

The cane seed crop this year will be very light, according to reports from dealers. Texas has been making offers to Kansas dealers, but no sales yet, and the market at Wichita has hardly been established.

The Albert Dickinson Co., of Chicago, Ill., has registered the words "Ace", "Queen", "Pine Tree", "Globe" and the representation of a globe as trade marks Nos. 8,399, 8,401, 8,403, 8,404, and 8,405 on grass, grain, timothy, clover, hemp, canary and rape seed.

The Piscataquis Seed & Produce Co. has been incorporated at Boothbay Harbor, Me. The capital stock is \$150,000; and the incorporators are Elbridge H. Kimball, Wendall P. Kimball, Weston M. Hilton, George A. Gregory, of Boothbay Harbor, and A. W. Chapin of Boston, Mass.

December receipts of clover seed at Toledo were 7,000 bags against 14,400 last month and 6,600 year ago. Two years ago they were 9,200 bags and 10,000 three years ago. January receipts are generally about the same as the December. They may be this season but they will hardly be any larger.—C. A. King & Co.

Clover seed receipts at Toledo for the week ending Jan. 6 were 975 bags; compared with 928 bags for the corresponding week of last year. Receipts for the season have been 60,534 bags; compared with 62,140 bags for the corresponding period of last year. Shipments for the week ending Jan. 6 were 2,492 bags; compared with 1,525 bags for the corresponding week of last year. Shipments for the season have been 11,821 bags; compared with 20,371 bags for the same period of last year.

English reds are now coming out fairly freely; the volume is steadily increasing, and we can see no lack of seed. Fine qualities are quickly absorbed. Russian reds come steadily out, so far attracting little attention from the U. K., but they are undoubtedly influencing the other continental sources of supply, as prices are coming out well within reason. Alisks, after the late spurt, still mark time; there is more inquiry for the lower qualities now that the German crop appears so very much below last year's, both as regards quality and quantity.—*London Corn Circular*.

American citizens who are interested in the introduction and distribution of seeds have equal rights with their fellow-citizens in other lines of trade or manufacture. Certainly the seed merchants and growers should not be singled out by the government as a class against which to institute a repressive campaign, a squeezing-out policy; yet certainly, to a great extent, this can only be the final result of the disorganization consequent upon sending, postage paid, each year a greater number of packets of seed, corresponding to the five-cent packet of the seed merchant, than are annually sold by all the seed establishments of the United States. This is an astonishing statement, but true.—From the seedsmen's petition to Pres. Roosevelt.

Seed receipts at Chicago for the week ending Jan. 6 were 154,900 pounds of timothy seed, 37,197 pounds of clover seed, 124,380 pounds of other grass seed and 36,100 bus. of flaxseed; compared with 596,000 pounds of timothy seed, 106,330 pounds of clover seed, 1,680 pounds of other grass seed and 23,100 bus. of flaxseed for the corresponding week of 1905. Shipments for the week ending Jan. 6 were 295,923 pounds of timothy seed, 6,371 pounds of clover seed, 169,959 pounds of other grass seed and 125 bus. of flaxseed; compared with 100,000 pounds of timothy seed, 210,821 pounds of clover seed, 62,980 pounds of other grass seed and 1,304 bus. of flaxseed for the corresponding week of last year.

"How much dodder, buckhorn, lance-leaved plantain and bracted plantain will your conscience permit you to sell in clover seed in the year of our Lord 1906?" "Well," said the seedsmen, "our firm does not make a specialty of clover seed, but we try to please the various classes of customers. We have a few who really want good seed, seed that will grow, and as little foul seed as possible, and especially of the kinds you mention. We keep a limited amount of this seed and charge a price that will pay for the trouble and loss and expense of furnishing as good a sample as we can. These men are good farmers, know their business, and expect to pay what a thing is worth. We have various other farmers for customers, however, who want something cheap. If we ask them say seven dollars a bushel for seed, they will go over to our competitors, and if they are offered clover seed for six and a half we have lost a sale and possibly a future customer. It would be useless to show these farmers really good, clean clover seed. They are bargain hunters, get-rich-quick fellows, and to get their business we must sell them something cheap.—*Wallace's Farmer*.

TOLEDO SEED LETTER.

Aliske is a dead one. The quality of the receipts is very poor, and there is practically no demand. The receipts for the season thus far, including the 6th, amount to 6,000 bags, against 9,600 bags a year ago.

Barring a total decline of 12½ cents during the two days in the tail-end of last week, the clover seed market has been quite satisfactory for this time of the year. The shipping of seed has been more satisfactory than for some years past. The consumptive trade has been showing more of a general disposition to do business. The receipts are under a year ago, the discrepancies averaging 700 bags a week for the past few weeks. From information received from seaboard buyers, it is learned by local dealers that foreign buyers are getting ready for market.—H. D.

Chicago banks have greatly increased their charges for the collection of out of town checks, hence it behoves everyone sending money to this city to remit by Chicago draft. One large Chicago firm was taxed \$68.95 more than usual on its deposit Jan. 3.

A consolidation of all the glucose companies has been talked of for some time. Unable to control the price of corn and having to compete with cane sugar and other starches the glucose factories find themselves unable to declare the big dividends common with the other trusts that control the raw material.



The Minster Machine Company, Minster, Ohio

Mfgs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended lever to catch wood split-pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

Durable Wire Rope Co.

Grain Shovel Ropes Car Haul Ropes

JUPITER TRANSMISSION ROPES

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Legal and Technical Expert

Special Attention Given to Food Products

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Prompt Shipments and Satisfaction
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IS OUR SPECIALTY

Genuine Plymouth
Mt. Pelee 4-inch lump
Ideal Brazil Block
Silver Leaf Hocking
Smokeless, "any size"

ORDERS FILLED PROMPTLY
WRITE US

OHIO & MICHIGAN COAL CO.

MAIN OFFICE

DETROIT, MICH.

The GRAIN DEALERS JOURNAL.

Changing Test Weight Without Mixing.

Sometimes it takes years of observation and reading to learn thoroly the details of a business and even then many little points are overlooked which, if known would be the means of assisting the owner of the business to reap many extra dollars.

The drawings given herewith illustrate a novel method of handling grain in a weigh hopper. Figure 1 shows the manner in which the grain running into a hopper ordinarily fills it, the heavy grain forming a pyramid in the middle while the lighter particles are forced to the side.

In figure 2 is shown the movement of the grain while being drawn from the hopper, the heavy grain which is in the middle goes in a straight line for the outlet and the lighter particles which were forced to the side during the filling process are held back until the heavy grain is out. If the grain is being spouted to the car direct from the scale hopper, the light grain, shrunken kernels and chaff must necessarily be on top of the load as the heavy insisted on taking the lead, so a sample from the top is of the lightest, poorest grain in it.

In figure 3 is shown a deflecting plate which is placed at the top of the hopper and attached to it by rods. When grain is being spouted into the hopper this plate throws all to the sides of the hopper where the heavy grain stays, while the lighter particles are forced to the middle.

The tendency of grain when being with drawn from a hopper, as shown in figure 2, is to fall in a straight line; hence the lighter grain, chaff, etc., which has been forced to the middle of hopper by deflecting plate will be the first to be drawn out and of course will be spouted into the car first, leaving the large, plump, heavy grain for the top of the load. Then when the car is sampled, the best the car contains is bound to form the greater part of the sample and the shipper will get all that is coming to him.

Oats when transferred from one car to another through a weigh hopper of this kind, have been known to test two pounds more to the bushel.

If you doubt this story fill a two bushel bag with oats and pour thru a small stationary spout so that all will have the same direction in falling to the floor. Then test the grain in the middle of the pile and compare with test weights of grain at edge of it.

Supreme Court Decisions

An assignment of a bill of lading is a symbolic delivery of the property represented by the bill.—*Kentucky Refining Co. v. Bank of Morilton. Court of Appeals of Kentucky.* 89 S. W. 492.

Where an agreement for arbitration provided for submission within 60 days, and because of incapacity of an arbitrator no submission was made within such time, the submission will be set aside by the court.—*Johnson v. Crawford. Supreme Court of Pennsylvania.* 61 Atl. 1103.

Where parties submit matters to arbitration, by agreement that each shall select an arbitrator and the two so selected shall select a third, and the arbitrators so selected shall investigate the matters and make an award, an award is invalid where but two arbitrators make the investigation.—*Harvin v. Denton. Supreme Court of Mississippi.* 39 South. 456.

Where by a contract of sale anything remains to be done by the seller, such as weighing for the purpose of ascertaining the extent of the property and the amount of the price to be paid, the buyer cannot sue for possession of the property; his only remedy being an action for breach of the contract.—*Gibson v. Ray. Court of Appeals of Kentucky.* 89 S. W. 474.

The owner of corporate stock assigned it with a general power of attorney, with the understanding that the assignee should use it as collateral in stock speculations for their joint use. The assignee sold the stock and lost the proceeds in speculation. Held that, though he gave a receipt for the stock and agreed to return it on demand, trover would not lie against him for the same.—*Martin v. Megargee. Supreme Court of Pennsylvania.* 61 Atl. 1023.

In a prosecution against an agent for embezzeling the rights in action of his employer, an instruction in which the jury is told that if the defendant "received credit in his individual capacity" for a right in action of the employer he would be guilty of embezzlement is erroneous. Unless the act is done with a felonious intent, and results in depriving the employer of his money or property, it is not embezzlement.—*O. C. Higbee, Agent Farmers Cooperative Shipping Ass'n of Gretna v. State. Supreme Court of Nebraska.* 104 N. W. 748.

An adjuster for an insurance company cannot waive a provision of the policy.—*Berger v. Aetna Ins. Co. Supreme Court of New York, Appellate Term.* 95 N. Y. Supp. 541.

Under Code, section 1799, giving a lien on crops to persons making advances to aid in the cultivation of the crop, a lien bond given to secure an account for advances subsequently to be made is assignable and an assignment thereof carries with it an assignment of the account for advances actually made without any separate assignment of such account.—*Virginia-Carolina Chemical Co. v. McNair & Pear soll. Supreme Court of North Carolina.* 51 S. E. 949.

The attempt of the Danvers Farmers Elevator Co., of Danvers, Minn., to recover from its secy. and mangr., Chas. Johnson, the sum of \$8,446, alleged to have been converted to his own use, has again failed, the Supreme Court of Minnesota having affirmed the judgment of the lower court that the company was not entitled to more than the amount of Johnson's bond, which was \$3,000. The manager's total defalcation is said to have been \$14,164.—104 N. W. 899.

Where a grain broker sold grain for customers on commission, and deposited the proceeds, including his commissions, in a bank to the credit of an account under which he did business, pending a settlement with the shippers of the grain so sold, and it appeared that after a deposit amounting to \$1,161.43 of plaintiff's money had been made to such account the lowest balance to the credit of the account, and before any money belonging to interveners was deposited therein, was \$153.50, such sum was in equity the property of the customer.—*Boyle v. Northwestern Nat. Bank of Superior. Supreme Court of Wisconsin.* 104 N. W. 917.

A contract for the sale of grain provided that the seller should give notice to the buyers of the steamer's name and the quantity loaded within five days of the date of the bill of lading. It appeared that the grain was purchased for the purpose of selling it in a foreign port, to which it might be shipped from any one of several domestic ports at the option of the shippers, so that it was necessary for the buyers to notify their consignees to enable them to prepare to receive the cargo. Held, that time was of the essence of the contract, so that a compliance by the seller with the provision as to notice of the shipment was a condition precedent to his right to demand acceptance of the cargo.—*Steinkhardt v. Bingham. Court of Appeals of New York.* 75 N. E. 403.

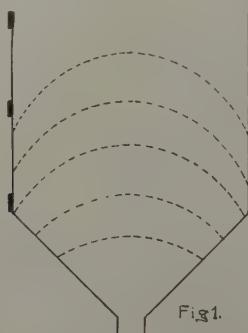


Fig. 1.

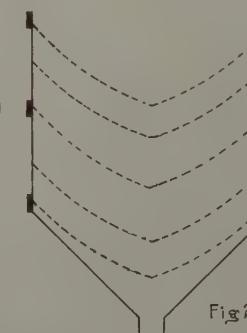


Fig. 2.

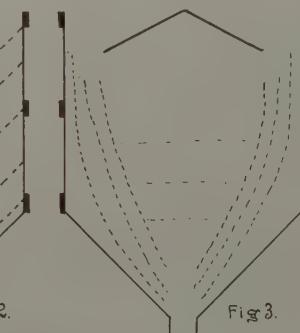


Fig. 3.

How Grain Flows Into and Out of Scale Hopper.

The use of the postal service of the United States is not a matter of right, but of privilege, limited by the statutes declaring certain classes of matter to be non-mailable, and it is competent for the Post-Office Department to determine ex parte that a concern is using the mails in conducting a scheme to defraud, in violation of the statute, and to base an order excluding it from such use on such finding. If a hearing is granted before the issuance of such an order, the concern affected may properly be required to assume the burden of proof, and to show affirmatively that its business is legitimate and honest.—*People's United States Bank v. Gilson*, Circuit Court E. D. Missouri. 140 Fed. 1.

A depositor in a bank, who had withdrawn his account, shipped certain goods consigned to his own order, attaching to the Bs-L drafts on the party to whom the goods had been contracted. The drafts were discounted by the bank, which credited the proceeds to the depositor's account under an agreement that, if they were not paid, they should be charged back. The drafts were not paid or accepted, and were returned with the Bs-L attached, and were charged up by the bank to the depositor's account. Held that, since the drafts were dishonored, the debt represented by them was not extinguished, and the bank's lien upon the goods covered by the Bs-L which it held as collateral was not discharged.—*Kentucky Refining Co. v. Bank of Merton*. Court of Appeals of Kentucky. 89 S. W. 492.

Bucket-shops in Ohio will find it very difficult to rent offices when the owners of property are informed of the decision of the Supreme Court of the United States, Nov. 13, 1905, that the owner of the property is liable for money lost. The Supreme Court said "The owner of a building which he knowingly permits to be used for gaming purposes is not deprived of his property without due process of law by Ohio Rev. Stat. Section 4275, which authorizes an action to subject such building to the payment of a judgment obtained by an informer for the recovery of money lost there at play." Section 4275 provides: "The property, both real and personal, of a defendant against whom a judgment is rendered under this chapter, either for fines, costs, or to recover money or other thing of value, lost or paid, shall be liable therefor, without exemption, and such judgment shall be a lien thereon until paid; if the owner of the building in which the money was lost knowingly permits it to be used for gaming purposes, such building and the real estate upon which it stands shall be liable therefor in the same manner; and the guardian or trustee of a minor, insane person, or idiot, who permits any property under his charge to be used for gaming purposes, and the same become liable on account thereof, shall be liable to his ward for the amount thereof."—*Wm. Marvin v. Belle B. Trout*. 26 Sup. Ct. Rep. 31.

In Richards v. Chase Elevator Co. the patent was for a device for taking grain from one car to another and weighing it during the process of transfer. There was a building with a grain elevator, two railroad tracks entering this building, and such arrangements that the grain within a car on one track was discharged into the foot of an elevator, and taken thence to a hopper, where it was weighed, and then forwarded through a discharge pipe into a car on the other track. The elements of this combination were all old. The court, page 302 of 158 U. S., page 833 of 15

Sup. Ct. (39 L. Ed. 991) said: "It is not claimed that there is any novelty in any one of the elements of the above combination. They are all perfectly well known, and, if not known in the combination described, they are known in combinations so analogous that the court is at liberty to judge for itself whether there be any invention in using them in the exact combination claimed. We do not feel compelled to shut our eyes to a fact so well known as that elevators have for many years been used for transferring grain from railway cars to vessels lying alongside, and that this method involves the use of a railway track entering a fixed or stationary building, an elevator apparatus, elevator hopper scales for weighing the grain, and a discharge spout for discharging the grain into the vessel. There is certainly no novelty in using two railway tracks instead of one, or in discharging the grain into a second car instead of a storage bin or a vessel. Unless the combination accomplishes some new result, the mere multiplicity of elements does not make it patentable. So long as each element performs some old and well-known function, the result is not a patentable combination, but an aggregation of elements. Indeed, the multiplicity of elements may go on indefinitely without creating a patentable combination, unless by their collocation a new result be produced. Thus nothing would have been added to the legal aspect of the combination in question by introducing as new elements the car from which the transfer was made, the engine that drew such car, the steam shovel, the engine that operated the shovel and the elevator, as well as the locomotive which drew the loaded car from the building, though these are all indispensable features; since each of them is an old and well-known device, and performs a well-understood duty."—*Dodge Coal Storage Co. v. New York Cent. & H. R. R. Co.* Circuit Court N. D. New York. 139 Fed. 976.

Professor Glenn W. Herrick, entomologist at the Mississippi State Experiment Station, in his biennial report just issued, declares that quarantines to prevent the importation of the cotton boll weevil are useless. This shud be good news to shippers of oats from the states west.

The value of the annual compilation is greatly reduced by the new methods adopted by the Russian and Indian officials in arriving at their annual estimates by which the figures for the past three years have been arbitrarily increased to the extent of perhaps 30,000,000 qrs.—*Corn Trade News*, Liverpool.

Watered stocks and bonds so greatly exceed in face value the worth of all the grain crops of the United States that it is not surprising memberships in the New York Stock Exchange broke a record recently by selling a new high price of \$91,000. On a single day transactions on the stock exchange have aggregated a total twenty times as great as a big day's business on the leading grain exchange.

The New York Cotton Exchange on Jan. 3 applied to the U. S. Circuit Court at Cincinnati for an order restraining the Odell Grain & Commission Co., a bucket-shop, from using its quotations. This illegitimate concern has been deprived of the grain quotations after a long fight by the Chicago Board of Trade, and since the Cotton Exchange will certainly succeed the Odell concern will have only the stock exchange quotations to keep it alive.

Security Envelope Co.'s

Metal Clasp Flour and
Grain Envelopes

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More of this style used than all others
combined. Write us for prices.

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Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plumbs the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr
Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patent, are hereby prohibited to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thorough and good account of the purifying bond against cost of infringement, suit and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.

D. H. Stuhr, Manager, Davenport, Iowa
R. G. Stuhr, Superintendent of Construction,
Traders Building, Chicago, Ill.

The Stuhr Grain Purifier Constructing Company

(Not Incorporated)

We are Contractors and Builders of Grain Purifying Plants

and are authorized selling agents for the right to use the only PROCESS TOWER ever placed on the market and covered by patent No. 592691 and additional patent grants for process application. The so-called process patents granted and patent process applications as advertised up-to-date are all infringements for the reason that the original patent contains all the essential points of the so-called process patents as advertised by others. NO process application can successfully made without a PROCESS TOWER as covered by patent No. 592691. These are absolute facts and we invite investigation. We have had practical experience in operating Grain Elevators and Grain Purifying Plants for years and are therefore well equipped to install satisfactory Grain Purifying Plants "on large or small scale" with all the latest practical and simple devices necessary in connection with Grain Elevators to produce the most profitable results.

Can we serve you?

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further particulars and terms
write to us, Davenport, Iowa

D. H. STUHR, MANAGER

The GRAIN DEALERS JOURNAL.

Maintenance of Living Margins.

By TRAVELER.

The keen competition now existing at almost every station, if not every station, in the United States where grain is delivered, has narrowed margins to such a degree that it behoves dealers to use every proper means of maintaining them upon a sound shipping basis, for it is indubitably true that no country elevator man can pay for the necessary labor employed about his place, provide for interest, insurance, taxes and the wear on his property, take the risks of shipment and the market, and have enough left over to cover his own living expenses, without making adequate provision for it all in the cents and parts of a cent which go to make up his buying margin, or the lack of it.

The so-called "penalty agreements" entered into by buyers at the same or neighboring stations, which were so common prior to the famous decision under the Kansas anti-trust law, were a very good thing in their way. The writer personally knows that they kept many primary markets on a sound and stable basis, which had been notoriously full of disturbing elements. It seems as though dealers had become unnecessarily perturbed by the fear of prosecution under the federal and state anti-trust statutes, and there would probably be no danger in entering upon similar agreements at this time.

At any rate, there is no reason why

neighboring buyers should not get together and have an understanding in regard to shipping margins. The ordinary association covers too broad a field to permit of regulations of this sort, but a few dealers can very readily meet at any time and agree upon necessary measures for the protection of their interests. Do not let petty differences or distrust of your neighbor stand in the way of what common business prudence dictates!

Iowa's team of five students won the corn judging contest at the recent International Live Stock Exposition, Chicago.

Joseph Chamberlain, in his election manifesto, issued Jan. 1, offers a scheme including a small tax on wheat imported into Great Britain.

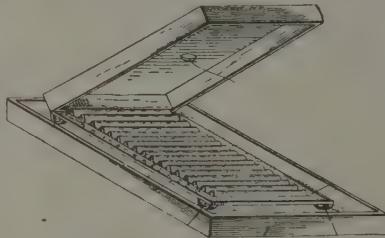
The National Board of Trade will meet Jan. 16, 17, 18 at the usual place, Washington. Among the many topics to be discussed are free alcohol, railroad pooling, uniform B-L and governmental inspection of grain.

Puffed rice, the new product of the American Cereal Co., is growing so rapidly in popularity that Purchasing Agent C. M. Murray at Chicago estimates his company will consume in 1906 about 50,000 sacks of rice.

A rice grower has brot suit against a rice mill at Abbeville, La., to recover the value of bran, screenings and polish, which were retained and sold by the mill, as customary, tho he claims these by products are the grower's property.

Seed Germinator.

A germinator to test the vitality of seeds has been invented by S. Van Bruggen of Paterson, N. J., and is represented in the engraving herewith, in which 1 is a water tank containing a seed receptacle, 2, supported by feet, 3, with an opening, 6, in the cover. The



Seed Germinator.

seeds are placed on the corrugations of the receptacle and examined from time to time. Letters patent, No. 794,756, have been granted for this invention.

Representative Gillett of Massachusetts has introduced in the house a bill taxing transactions on grain and stock exchanges 2c per \$100.

John M. Ditmer, aged 60 years, strained himself while shouldering a sack of corn in the grain elevator at Arnettville, O., and died in 10 minutes.

Crops of 1905 as Reported by U. S. Department of Agriculture.

State.	Corn, Bus.	Winter Wheat.	Spring Wheat.	Oats, Bus.	Rye. Bus.	Barley. Bus.	Flax- seed.	Buck- wheat.	Rice. Rough.	Hay. Tons.
Maine	445,900		181,240	4,843,454		226,693		690,390		1,403,061
New Hampshire	1,000,665			399,307		31,658		44,436		718,655
Vermont	2,020,859		27,467	3,093,924	26,580	507,578		152,513		1,163,580
Mass.	1,679,962			203,904	61,039			48,140		767,491
Rhode I.	323,558			47,188						67,558
Conn.	2,373,908			347,656				55,264		542,921
New York	19,312,744	10,300,941		43,030,782	2,165,984	2,331,735		6,298,443		6,132,933
New Jersey	9,945,414	1,805,230		2,000,384	1,410,584			248,535		4,749,964
Penn.	56,088,903	27,860,871		89,480,324	5,886,505	217,300		4,647,360		4,603,032
Delaware	5,972,749	2,669,814		128,669				24,072		117,101
Maryland	23,202,536	13,198,790		918,532		44,516		164,356		371,814
Virginia	43,514,874	8,418,673		3,140,970	208,176	69,216		335,466		572,607
N. Car.	37,596,381	3,978,278		3,118,370	164,673			86,640		201,013
S. Car.	20,480,860	1,942,356		3,056,397	34,231					402,402
Georgia	47,256,164	2,106,556		3,522,075						182,081
Florida	6,518,702			359,484						132,081
Alabama	42,971,648	1,041,082		3,165,514						77,840
Mississippi	30,027,569	28,285		1,571,919						19,239
Louisiana	19,516,499			443,440						45,780
Texas	139,146,404	11,117,342		28,713,416		116,232				27,432
Ark.	38,323,738	1,564,808		3,902,898	24,900					6,137,820
Tenn.	77,207,912	6,348,600		3,052,341	125,187	25,078				6,025,966
W. Va.	22,813,124	4,373,080		1,980,586				8,512		751,760
Kentucky	94,893,633	8,809,955		5,487,559	177,915	17,952				11,340
Ohio	112,399,398	32,197,710		37,393,198	210,348	606,923				533,312
Mich.	41,775,936	19,003,274		36,948,951	2,145,600	904,473				3,043,144
Indiana	187,180,623	35,351,464		47,432,822	424,039	264,012				2,539,875
Illinois	382,752,063	29,951,584		132,779,762	1,286,478	722,790				3,597,321
Wisc.	55,407,849	2,261,645	5,631,736	98,579,988	4,796,253	14,742,584	388,011			17,370
Minn.	72,484,234	80,669,700		159,830,700	29,012,526	5,073,790				1,502,314
Iowa	305,112,376	1,227,220	12,455,783	131,115,180	99,1865	11,661,396		853,621		94,822
Missouri	203,294,793	28,022,338		19,684,885	270,956			318,154		5,165,198
Kans.	193,275,836	73,527,386	3,473,718	23,248,228	1,048,996	3,364,438	388,440			3,094,004
Nebr.	263,551,772	42,664,417	5,388,186	58,474,370	2,260,998	1,828,695	188,017	12,180		1,053,454
S. Dak.	51,614,739		44,133,481	28,103,517	604,428	9,962,400	4,545,464			340,650
N. Dak.	2,458,638		75,623,044	46,594,381	415,088	19,326,244	15,743,184			264,556
Montana	76,455		2,843,362	7,389,024	37,420	502,491	165,700			580,702
Wyoming	56,678		748,487	1,817,365	9,844	37,660				428,015
Colorado	2,776,484		6,358,875	4,827,515	44,992	623,997				1,762,849
New Mex.	997,402		947,740	351,404				12,684		213,535
Arizona	205,578		331,565	27,425				655,292		238,819
Utah	410,979		4,710,209	1,753,867	66,618	288,563				1,141,634
Nevada			723,600	233,132				234,022		897,605
Idaho	149,763	6,274,112	4,067,420	3,863,485	37,500	2,646,120	223,910			1,185,648
Wash.	261,263	13,545,710	18,971,100	8,227,000	48,562	6,772,560				906,274
Oregon	403,788	7,867,177	5,515,408	6,792,392	160,350	1,855,722	27,312			897,175
Calif.	1,810,944	17,542,013		4,725,140	876,226	26,606,960				1,413,886
Oklahoma	48,144,584	11,764,114		9,716,586		387,920				436,250
Indian Ter.	62,297,784	2,702,610		7,257,852				66,150		57,448

U. S. 2,707,993,540 428,462,834 264,516,655 953,216,197 27,616,045 136,651,020 28,477,753 14,585,082 12,933,436 60,531,611

Patents Granted

Explosive Engine. No. 809,185. John F. Johnson, Chester, Pa.

Crude Oil Engine. No. 807,835. David W. Lyon, Suttercreek, Cal.

Explosion Motor. No. 807,569. Barton S. Molyneux, Buffalo, N. Y.

Vertical Explosive Engine. No. 808,423. Alex. Winton, Cleveland, O.

Internal Combustion Engine. No. 809,082. Thos. Wright, Jersey City, N. J.

Internal Combustion Engine. No. 809,081. Sydney S. Williams, Chicago, Ill.

Rotary Valve for Gas Engines. No. 808,579. Fayette M. Seeley, Lansing, Mich.

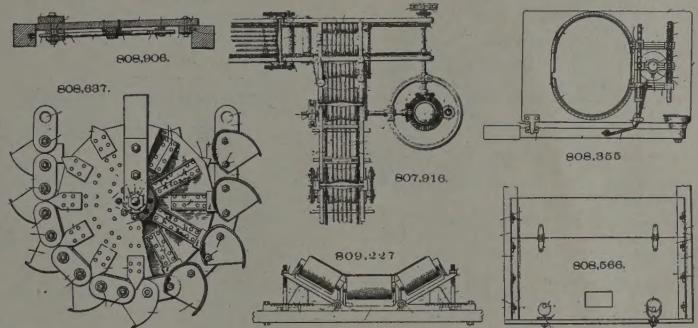
Internal Combustion Engine. No. 808,210. Edward S. Palmba, Waukegan, Ill.

mounting the two inclined pulleys on a hinge, the frame containing the bearings being raised by a movable block or forced down by a screw.

Bag Holder. No. 808,355. (see cut) John O. Ellison, Haverhill, Mass. A support bears horizontal guide bars on which slide a pair of bag-engaging arms. One of the arms is adapted to be locked in different positions, while the other arm is movable away from the locked arm.

Elevator. No. 808,637. (see cut) Wm. Crossley, West Haven, Conn. A chain of link connected conveyor scoops travels over a rotatable sprocket drum comprising a pair of disks connected by a hub forming the shaft support. A series of carrier teeth secured to the outer faces of the disks engage bearing seats on the scoops.

Grain Door for Cars. No. 808,906. (see cut) Morton G. Donehew, Russell township, Putnam county, Ind. At the end of the door body is an abutment attached movably and provided with a joint plate forming an extensible part of the door



Gas Engine. No. 807,950. Robt. Longtime and Edward Double, Los Angeles, Cal.

Internal Combustion Heat Engine. No. 808,336. John L. Bogert, New York, N. Y.

Gas Engine. No. 808,902. Newton Crane, Boston, Mass., assignor to Newton Crane Gas Engine Co., Boston.

Gas Engine. No. 808,572. John Palmer, Philadelphia, Pa., assignor to F. S. Rutschmann, trustee, Philadelphia.

Ignition Device. No. 808,551. Leon J. Le Pontois, New Rochelle, N. Y., assignor to Poly-Phase Ignition System Co., New York.

Spark Ignition System for Explosive Engines. No. 808,958. Richard Varley, Englewood, N. J., assignor to the Auto-coil Co.

Sparking Ignition System. No. 809,268. Leon J. Le Pontois, New Rochelle, N. Y., assignor to Polyphase Ignition System Co., New York.

Starting Means for Gas or Similar Engines. No. 809,211. Francis L. Orr, Thurman, Ia., assignor of one-half to Mark Morrow, Percival, Ia.

Carbureter and Igniter for Hydrocarbon Engines. No. 808,915. Arthur B. Goodspeed, East Orange, N. J., assignor to Industrial Development Co., New York.

Conveyor Belt Support. No. 809,227. (see cut) Archibald W. F. Steckel, Columbus, O., assignor to Joseph A. Jeffrey, Columbus, O. The angle of inclination of the sides of the belt is adjustable by

body. The abutment is operated to extend the door by means of a screw, whereby dowels in the door are forced into sockets in the door posts.

Elevator and Conveyor. No. 807,916. (see cut) Aug. G. Edmund, Vicksburg, Miss. Horizontal rotary shafts extending at right angles from the motor to which they are geared operate conveyors formed of a series of sections flexibly connected, each section comprising a frame having parallel side bars, double cone rollers journaled in the ends of the frame and a series of ropes running on the rollers.

Grain Car Door. No. 808,566. (see cut) Wm. H. McMachen, Superior, Wis. Eccentrics journaled on the door have the edges of their widest part provided with grooves to receive the links secured to the floor of the car inside the door. Metal strips are secured on the casing and bent to form V-shaped beads over which fit V-shaped grooves adjacent to the side edges of the door, which is made in 2 parts. In the lower part of the door is an opening, over which is secured a plate.

An immediate expenditure of \$50,000,000 for good roads is the victory won in New York state recently by the automobile interests. Let the farmer now hang up his shotgun and welcome the auto bringing good roads.

In spouting, when it is necessary, in order to avoid an obstacle, to make the spout run up hill, it is better to feed into the upper end of it, using the lower end for the discharge.—Bath Mitts in Northwestern Miller.

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Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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124 Perley St., South Bend, Ind.

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FOR FURTHER PARTICULARS APPLY TO
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CHICAGO.

NW513

The GRAIN DEALERS JOURNAL.

The Legend of an Artist.

By Myrtle Dean Clark.

'Twas in the golden days of yore,
There lived a witch with mystic store
Who e'en could grant some wishes bold
But she must die when sev'n were told.

In this weird time, an artist famed,
A color master far proclaimed,
Found this queer witch; a blessing sought,
Touched with his lips the hand he caught.



This homage moved her heart of stone.
She who ne'er thrill of love had known,
Loved him, and wishing love indeed,
Replied: "Eternal youth's decreed."

With grateful words he 'rose to leave,
She cried: "I pray don't let me grieve
Alone here in this ever night,
O take me to Love's World of Light!"

"Why, witch, I cannot thus take thee,
A maid most dear hath wedded me:
I thank 'ee for thy wondrous glit,
I wish I could thy burden lift."

In anguish deep she made reply:
"To live now, is each day to die,
To change thy blessing 'tis too late,
I cannot change the will of Fate."

It was my sixth, I granted thee,
'Twas love alone which prompted me.
But now that love is turned to hate,
I'll use my seventh to change thy state.

May you forever go the round
Of earth and sea without one sound,
Nor yet be seen by human eye
Though you shall live and I shall die.



To man we both shall disappear;
Nor yet return to those 'most dear,
I grant you shall one joy retain,
Thy art alone the world shall gain."

And ever since the day they found
The witch a corpse upon the ground
An artist skilled, without a peer,
Unseen, unheard, makes pictures clear.

He works alike for rich and poor,
In city, town, on hill and moor.
And ever on a crisp cold day,
Jack Frost is sure to come your way.

Buyer's Contributory Negligence Cost Him 10 Cts. Per Gwt.

DECISION OF ARBITRATION COMMITTEE OF THE KANSAS GRAIN DEALERS' ASSOCIATION, IN OPEN SESSION AT SALINA,
KANSAS, JANUARY
4TH, 1906.

G. E. Ady & Co., Denver, Colorado.

J. G. Maxwell & Co., McPherson, Kansas.

This controversy arises on account of grain sold, delivered Denver, which became damaged in transit.

Under the terms of the contract and the customs of the trade, the seller is required to deliver the corn at Denver in good, merchantable condition.

In the absence of any official inspection, the buyer should have inspected all shipments on first arrival at Denver; whereas he only inspected one car, and that three days after arrival. To this extent buyer was liable for contributory negligence.

These shipments were out fifteen and seventeen days, each, at the end of which time affidavits were offered, showing the grain to have been black, growing and unmerchantable. It would therefore appear from the evidence that it must all necessarily have been more or less out of condition on first arrival at Denver.

To determine the extent of this damage is the duty of this committee, and after a careful consideration of the correspondence offered and evidence introduced, we unanimously award the buyer and plaintiff in this case fifteen cents per cwt. on the contents of cars No. 3604 and No. 4991, amounting to \$119.07, and direct that the defendant promptly remit to E. J. Smiley, secretary of this Ass'n, a sufficient amount to cover the same, together with the costs of this hearing, which amount to \$53.05.

Witness our hands and seals at Salina, Kansas, this 4th day of January, 1906.

A. H. BENNETT,
J. T. WHITE,
W. A. MILLER.

The evidence in this case showed that the seller contracted to deliver a certain quantity of good, sound, new corn at an agreed price in Denver; that the grain was shipped, drafts made and paid; that these shipments, which originated from the same point and at the same time, were delayed in transit; that before the grain reached Denver, the buyer ordered one car forwarded to Greeley, another to Loveland, and the third to a warehouse in Denver, and that the grain was so disposed of by the transportation company; that on arrival at the warehouse in Denver the corn in one car was found to be black and rotten, and on the top new shoots had grown to the height of two or three inches; that the same was true of the cars on arrival at Greeley and Loveland; that one of these cars was sold at a great sacrifice; that the other was refused altogether, and returned to the people at Denver and was there disposed of to best advantage, after which the buyer made claim against the seller for an allowance of twenty-five cents per cwt. It was held by the committee that in the absence of any official inspection at Denver, it was the buyer's duty to have examined each and all of these shipments promptly on arrival at Denver, and failing to do so, he was liable for contributory negligence, notwithstanding the fact that all three cars

were found in the same condition when opened at destination; and on that account, a deduction of ten cents per cwt. was made from the amount claimed.

Philippine Imports and Exports.

Philippine imports of breadstuffs during the 7 months prior to Aug. 1, 1905, were 95,935 bus. of grain and 104,232 barrels of wheat flour; compared with 57,596 bus. of grain and 109,376 barrels of wheat flour for the corresponding months of 1904.

Hay imports for the 7 months were 3,084 tons; compared with 2,545 tons for the corresponding months of the preceding year.

Rice imports during the 7 months were 336,499,652 pounds; compared with 303,047,738 pounds for the 7 months of 1904.

Imports of beans and peas for the 7 months were 33,547 bus.; compared with 22,980 bus. for the corresponding months of the preceding year.

Exports of hemp during the 7 months were 77,194 tons; compared with 68,293 tons for the 7 months of 1904, as reported by the War Department.

Argentina's wheat harvest being over the next important crop to be harvested is that of India in March.

SIGNIFICANT FACTS.

The St. Louis & San Francisco Railroad Co., better known as the "Frisco," has built or added to its system over nineteen hundred miles of new railroad during the past five years. Also another thing to be remembered is the fact that all of this new railroad traverses newly-settled sections of the Southwest, principally in Missouri, Arkansas, Indian and Oklahoma Territories and Texas.

These sections of the Southwest are rapidly settling up with a good class of Northern immigrants impelled to locate in the Southwest for the following reasons: Lands for the cultivation of a wide range of crops can be purchased most reasonably; the climate is mild and there are no extremes of heat and cold, such as obtain in the Northwest, and ample rainfall annually to mature crops.

Most of the sections traversed by these new lines have not previously enjoyed the privileges of railroad communication and these new lines, therefore, opened up entirely new markets to the manufacturer and wholesaler.

It is a self-evident proposition that it is cheaper to utilize in manufacturing the raw material at its source, instead of shipping it in a crude state to some large city or remote, thickly settled section. This is a fact that manufacturers are beginning to realize more and more and for various reasons are turning their steps toward the singularly favored locality.

The principal raw materials available in large quantities for manufacture are cotton and its by-products; all the grains; almost every kind of timber found in the North Temperate Zone; all of the truck crops, vegetables, melons and fruits; minerals, including iron, lead, zinc, gypsum; stone, including granite, limestone and cement rock suitable for Portland cement; highest grade of shale for pressed, paving and fire brick, pottery, tile and sewer pipe; and last and most important, this fact, that in almost every portion of the States and Territories traversed by the Frisco System, fuel supply is abundant, either bituminous or semi-anthracite coal, oil or natural gas being procurable.

From the above extended list of natural resources for manufacturing it can readily be seen that almost every kind of manufacturing plant can be accommodated with an excellent location.

Mr. M. Schuler, Industrial Commissioner of the Frisco System, St. Louis, Mo., would like to get in correspondence with any manufacturers not entirely satisfied with their present factory locations and will cheerfully furnish data regarding favorable locations, inducements, etc.

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Any grain dealer interested in preserving his property and in being remunerated for it can get further information promptly by addressing



C. A. McCOTTER, Sec'y.

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CHAS. H. RIDOWAY, Secretary

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FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/2 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

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The book contains 240 pages, size 10 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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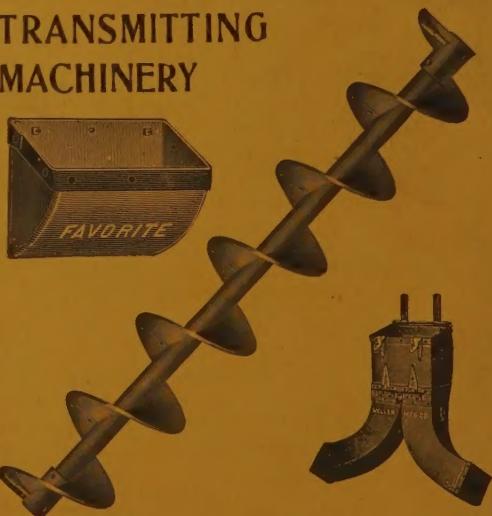
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